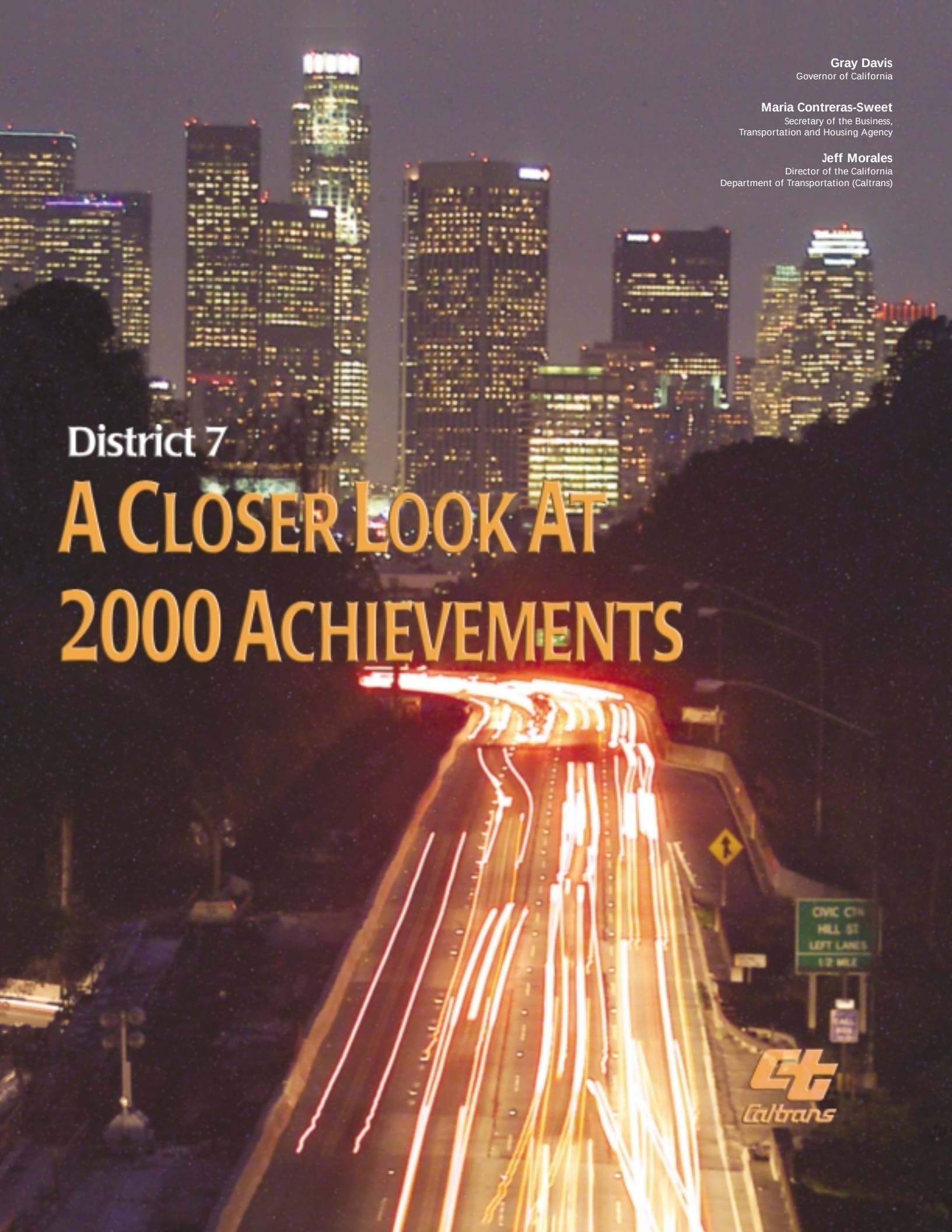

Gray Davis
Governor of California

Maria Contreras-Sweet
Secretary of the Business,
Transportation and Housing Agency

Jeff Morales
Director of the California
Department of Transportation (Caltrans)

District 7

A Closer Look At 2000 Achievements

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Message From Robert W. Sassaman, District Director

2000 was a landmark year for the California Department of Transportation. Governor Davis made the single largest investment ever in transportation in California and entrusted us with delivering his unprecedented Congestion Relief Program. The Governor's program provides funds for projects long overdue and it is the largest single appropriation for transportation infrastructure improvements in the state's history. Many long-awaited soundwall projects will soon be constructed as a result of the Governor's commitment to complete freeway soundwalls across California. We look forward to accelerating these projects as we continue to work to improve mobility for California's motorists.

It was thrilling to attend the Foothill Freeway (I-210) groundbreaking ceremony in October 2000 in Claremont. Business, Transportation and Housing Secretary Maria Contreras-Sweet, the California Department of Transportation Director Jeff Morales and local elected officials participated in the ceremony. Route 210 will link Los Angeles and San Bernardino Counties and is one of the last freeways that will be built in the Los Angeles region.

I want to express my sincere appreciation to our dedicated District 7 staff members for their excellent work. I am also grateful for the support the Department received from our partners in transportation and from elected officials. Also, it's been a pleasure to welcome the enthusiastic, new employees who recently joined our family.

The year ahead promises to bring new challenges and greater opportunities for improving mobility and for better managing our present system through innovative programs like "TOPS" (Traffic Operations Strategies). We pledge to continue our excellent working relationship with all our partners - stressing accountability and teamwork. The California Department of Transportation looks forward with great expectation in honoring our commitments to provide quality service for our customers in the future.

Doug Failing Becomes Chief Deputy District Director

In December 2000, Doug Failing was appointed to the position of District 7 Chief Deputy District Director. Mr. Failing served as acting Chief Deputy since March 1, 2000. Previously he served as District 7's Division Chief for over six years, managing a staff of over 450 engineers, surveyors and technical support staff. Since 1980 he has worked for the California Department of Transportation.

District 7 Organization Chart

Robert W. Sassaman
District Director

Exec. Secty

Doug Failing
Chief Deputy

Ron Kosinski
Deputy Director
Environmental Planning

- Environmental Planning
- Natural/Cultural Resources
- Coastal Commission Liaison
- Socioeconomics
- Consultant Oversight

Mike Miles
Deputy Director
Maintenance

- Mtce. Office
- North Region
- South Region
- East Region
- West Region
- Special Crews

Vacant
Deputy Director
Design

- Project Development A
- Project Development B
- Project Development C
- Project Development D
- Ventura Satellite Office
- Engineering Services
- R/W Engineering
- Surveys - North
- Surveys - South

Frank Quon
Deputy Director
Operations

- Traffic Investigations
- Traffic Design
- ITS Development
- Traffic Management
- TMC Support
- Permits
- District Traffic Manager
- Truck Services Mgmt
- Showcase Project Director

Peter Chan
Deputy Director
Construction

- Construction Engineer
- North Region
- South Region
- East Region
- Office Engineer
- Materials Lab

Deborah Robertson
Deputy Director
External Affairs

- Media Relations / Public Affairs
- Graphic Services
- Equal Opportunity
- Governmental Affairs / Bus. Community Outreach
- Executive Office Support

Raja Mitwasi
Deputy Director
Program / Project Mgmt.

- Programming
- COS Data Mgmt
- Area North
- Area South
- Rte 210
- Area Central/TMC
- LAX Project
- I-5 Project

Robert Dennis
Deputy Director
Administration

- Information Services
- Business Management
- Budgets / Claims
- Safety
- Asset Management
- New Building Project

Rose Casey
Deputy Director
Planning / Public Trans.

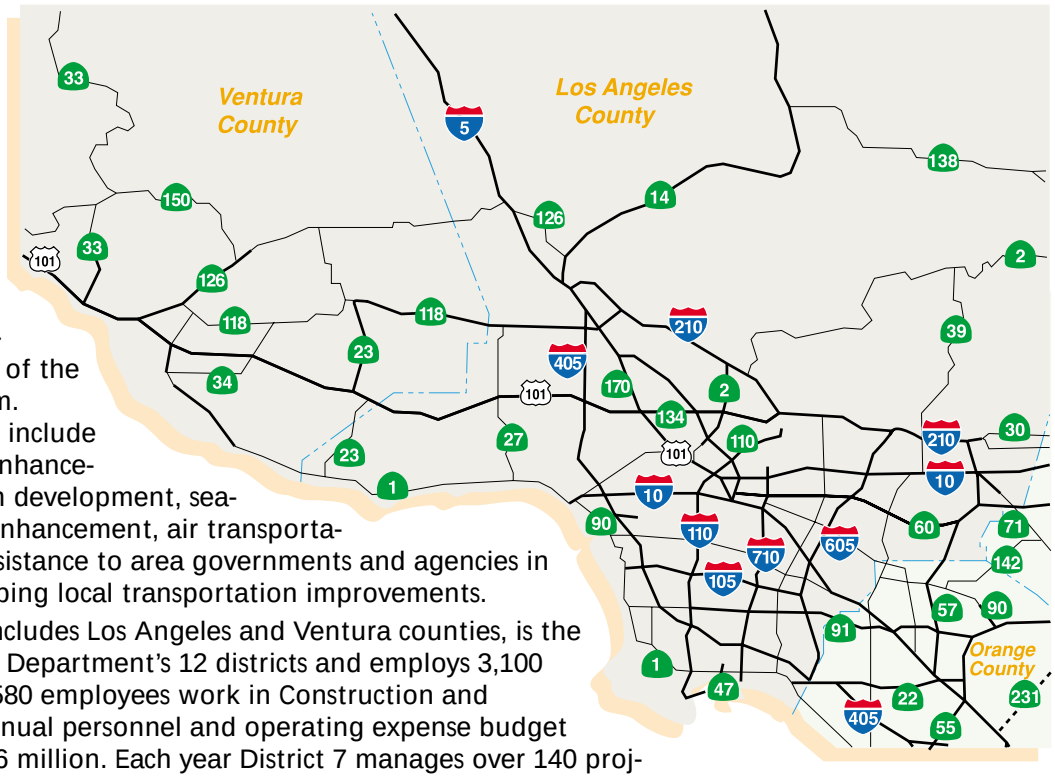
- Public Transportation
- Planning / LARTS
- Advance Planning
- Project Studies
- Local Assistance
- Noise & Haz. Materials

Larry Staley
Deputy Director
Right Of Way

- R/W Project Delivery
- Excess Lands
- Real Property Services

Background and Achievements

The California Department Of Transportation District 7 Profile



The California Department of Transportation, formerly known as the Division of Highways and established by the State Legislature in 1972, is primarily responsible for the planning, design, construction, maintenance and operation of the State Highway System. Other responsibilities include mass transit system enhancement, railroad system development, seaport and waterway enhancement, air transportation planning and assistance to area governments and agencies in planning and developing local transportation improvements.

District 7, which includes Los Angeles and Ventura counties, is the second largest of the Department's 12 districts and employs 3,100 people. A total of 1,580 employees work in Construction and Maintenance. The annual personnel and operating expense budget is approximately $276 million. Each year District 7 manages over 140 projects. During 2000 District 7 delivered over $500 million dollars worth of projects to the California Transportation Commission, bringing the total to 93% project delivery and 103% of the dollars budgeted.

Restructured from a "program-based" to an "area-based" organization, District 7 serves its customers by providing a single point of contact for all transportation activities within a given area. Five offices have been set up to accomplish this: Program Management, Local Programs and Alameda Corridor; Project Managers overseeing North, Central and South Areas; Route 210 corridor, I-5 corridor and Los Angeles International Airport (LAX) Expansion projects and Project Management and Support.

There are 27 freeways located within District 7 that, if placed end-to-end, would stretch for 615 miles. During the next seven years, the District will manage a budget of approximately $2.3 billion, which includes all aspects of highway and rail design and construction.

There are 87 cities and 4,083 square miles in Los Angeles County, which has a population of over 9 million people. There are 85 million vehicle miles traveled on the county's 527 miles of freeway on an average day. There are 382 conventional highway miles in Los Angeles County. Los Angeles County motorists travel an average of 91 million vehicle miles per day.

Ventura County is 1,873 square miles, includes 10 cities, and has a population of over 700,100. An average of six million-vehicle miles is traveled on a daily basis on the county's 88 miles of freeway. There are 185 conventional highway miles in Ventura County.

Governor Gray Davis' $6.8 Billion Congestion Relief Plan

Governor Gray Davis made improving California's transportation infrastructure one of his highest priorities. In April 2000 Governor Davis proposed a $6.8 billion transportation infrastructure improvement program, including more than $5 billion from the State General Fund for his Traffic Congestion Relief Plan specifically targeting congestion relief, goods movement and improving the connections between various modes of transportation. Governor Davis described his congestion relief plan at a media event held at the new Metro Red Line subway station in North Hollywood.

The Davis plan represents the single biggest transportation investment in the state's history. In the 1999-2000 Fiscal Year, the California Department of Transportation delivered approximately $2.8 billion worth of projects for construction. Currently, the Department has $4 billion worth of projects underway across the state. The California Department of Transportation will be making improvements to one in every five miles of the 15,000-centerline miles of state highway.

The Governor's program provides $2.2 billion for projects for the greater Los Angeles region. Projects include:

- Widening I-5 from the Orange County line to the Long Beach Freeway (I-710) to 10 lanes (2 HOV and 2 mixed flow), with related major arterial improvements.
- Eliminating the bottleneck between the 101 and 405 freeways in Sherman Oaks by creating a better transition between the two freeways.
- Adapting advanced technology to the traffic signal system along the Victory/Ventura corridor and along Sepulveda Boulevard to improve traffic flow.
- Reconstruction of the I-5/Carmenita Road interchange in Norwalk.
- Adding a northbound carpool lane over Sepulveda Pass on (I-405) from I-10 to Route 101.
- Adding carpool lanes in both directions of I-10 from I-605 to Route 57.
- Adding a carpool lane in both directions of I-5 from Route 101 to Route 14.
- Adding carpool and auxiliary lanes on southbound I-405 from Waterford Avenue to I-10.
- Funding for the Pasadena Blue Line
- Track and signal improvements for the Metrolink system

The California Department Of Transportation Introduces Its "TOPS" Program

Benefit: Keep California Freeways Moving in Urban Areas

Los Angeles County is home to nearly 10 million people. How and where they travel is of key interest to the California Department of Transportation. This is especially important since the freeway system in Los Angeles County is primarily built except for the unconstructed portion of the Long Beach Freeway (710) in the Alhambra/South Pasadena area and the Foothill Freeway (210) that is under construction and will link Los Angeles County with San Bernardino County.

The challenge facing the California Department of Transportation has been to keep freeway traffic moving on the existing system without having to acquire additional right-of-way to add more lanes. Not only would this cost multi-millions of dollars, it would disrupt thousands of households and businesses in this highly urbanized area.

In April 2000 Governor Gray Davis announced his Traffic Congestion Relief Plan that helps the Department focus on critical areas involving both short-term and long-term fixes along some of Los Angeles County's most heavily traveled freeway routes, as well as those across the state. One such vital program is "TOPS."

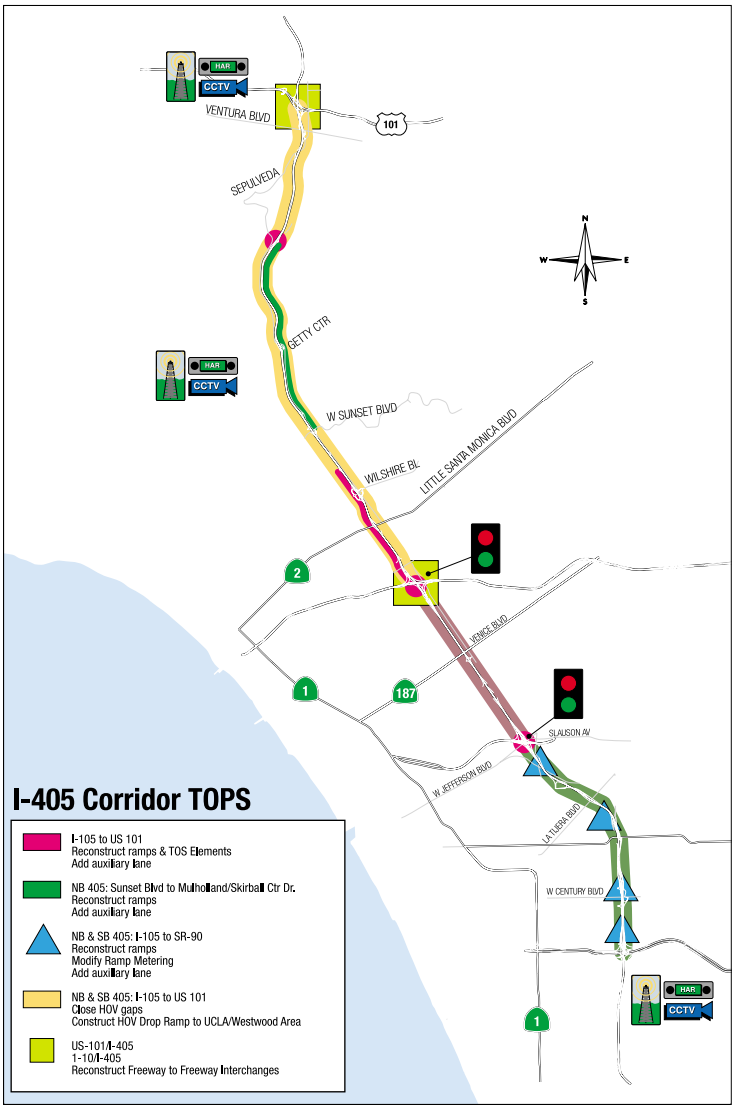
Traffic Operations Strategies

Known as "TOPS" which is short for "Traffic Operations Strategies," the program seeks to maximize use of the existing freeway network through a series of intelligent transportation systems. The overall goal is to reduce congestion by implementing sound traffic techniques to keep freeways operating at peak efficiency. This means aggressively working to overcome choke point locations along the system that severely reduce speed and hamper efficiency by as much as 50%.

TOPS is an operation-centered approach that will produce significant benefits for relatively small costs compared to traditional State Transportation Improvement Program projects. Within the California Department of Transportation, a TOPS unit was established to identify heavily congested corridors, assess choke point locations, identify projects and deliver project initiation documents. To date several TOPS Project Study Reports have been approved and wait funding. In addition, the unit is currently developing a 10-year TOPS Plan and working with advanced computer simulation modeling to ensure effective results with maximum benefits. As part of this streamlined program, the Department will continue to coordinate TOPS projects with its local transportation partners. Under the TOPS umbrella, various transportation methods are being implemented and others expanded to keep freeway traffic flowing.

TOPS Demonstration Corridor Project

The San Diego Freeway (I-405) between the Ventura Freeway (101) and the Glenn Anderson Freeway (I-105) is District 7's first major TOPS project. Over the long term the project will feature the following congestion relief elements:



- Freeway metered lanes and connectors
- Reconfigured and reconstruction of freeway ramps
- Bridge widening
- Construction of auxiliary lanes
- Closure of HOV gaps along the I-405 Corridor
- Construction of a direct HOV connector from I-405 to the UCLA/Westwood area
- Reconfigured and reconstruction of the 101/I-405 and I-10/I-405 interchanges

Current average daily traffic is over 322,000 vehicles a day on I-405 south of Santa Monica Boulevard.

TOPS implementation includes the following elements:

Intelligent Transportation System - TOPS will complete the "intelligence" component of the existing infrastructure to improve traffic management.

Changeable Message Signs - These projects involve adding electronic Changeable Message Signs to existing freeways. These signs are installed near major interchanges to advise commuters about problems or detours early enough so they can make travel changes to avoid heavily congested areas.

Closed Circuit Television Cameras - Additional Closed Circuit Television Cameras (CCTV) will be installed overlooking major freeways. The CCTV's provide real time traffic information and allow the California Department of Transportation and the California Highway Patrol to monitor freeway conditions from the Transportation Management Centers (TMC) located in the Department of Transportation buildings around the state. CCTV's are used to identify areas of distress on freeways that may require dispatching a Freeway Service Patrol tow truck to assist a disabled vehicle or to dispatch an emergency vehicle for accident victims. CCTV's are one of the best tools the California Department of Transportation and the CHP have for on-the-spot decision-making to clear incidents or manage heavy congestion.

Highway Advisory Radio - Highway Advisory Radio (HAR) stations help motorists make travel decisions before entering major freeway construction zones. They provide project updates including detours. Signs noting these stations are posted adjacent to freeways. They keep motorists informed of areas where weather is a factor like the Grapevine on I-5.

Physical Improvements - TOPS will address infrastructure limitations with physical operational improvements at the corridor and system levels to alleviate choke points, increase overall traffic flow and restore all under-utilized capacities.

Ramp and Connector Metering - Freeway on-ramp and connector metering also helps to decrease congestion because it staggers vehicle entry onto a freeway and/or interchange. Currently, there are 859 metered freeway on-ramps and 20 metered freeway connectors in Los Angeles and Ventura Counties.

Other TOPS Projects - Upgrading the California Department of Transportation/CHP Transportation Management Centers with the latest, high-tech equipment, upgrading traffic signals and installing traffic monitoring stations are essential elements in providing smooth traffic flow and safer trips. Roadway alignment and intersection upgrades, lane and shoulder widening, passing lanes, ramp modifications and fiber optics for communication are other TOPS elements.

Fill Gaps - TOPS will fill all operational gaps in the HOV network to eliminate traffic disruptions that result when high occupancy vehicles merge with other vehicles.

Roadway Weather Information Systems - Severe weather can cause freeway congestion and associated accidents. The Department of Transportation will install Roadway Weather Information Systems that are connected to the National Weather Service to alert motorists to changing weather conditions. The information is carried on freeway Changeable Message Signs and by radio stations.

High Occupancy Vehicle Lanes - Smooth traffic flow and quicker commute trips are also part of the California Department of Transportation's High Occupancy Vehicle (HOV) program that provides dedicated freeway lanes for those who rideshare. Mixed flow traffic also benefits because HOV users aren't competing for limited space in those lanes. There are over 377 lane miles of carpool lanes in Los Angeles and Ventura Counties. Statewide, the total is 953 HOV lane miles. Within the next 10 years, the HOV gap closure program will link the five county region in the Southland with exclusive HOV lanes making it possible for those who rideshare to travel from one freeway to another with direct connectors in a 700-mile regional network.

Major Interchanges - TOPS will modify selected freeway-to-freeway interchanges to minimize traffic flow disruptions and resulting congestion.

TOPS projects address congestion problems through better system management and provide for expansion in those areas where there is no other alternative. The goal of TOPS is to reduce congestion, increase trip predictability and enhance safety especially on California's most congested corridors. TOPS has been designed to enhance communication technology to equip California's freeways with intelligence that provides real-time information.

Department of Transportation districts across the state are developing comprehensive plans to implement TOPS. Preliminary project lists have been submitted into a detailed 10-year TOPS Plan. Significant portions of the plan will include corridor-wide demonstration projects for each district. The 2001 Legislature will review the plan.

In addition to delay reduction, TOPS benefits include user costs savings, fewer accidents and decreased air pollution. The total benefit/cost ratio for the first level of TOPS projects is more than triple that of the average roadway expansion project. The California Department of Transportation strongly believes in the merits of TOPS projects and looks forward to working closely with its partners to keep California freeways moving in urban areas. The Department of Transportation remains dedicated to improving mobility across California for all of our customers.

2000 Democratic National Convention

For six months prior to the August 2000 Democratic National Convention (DNC), the California Department of Transportation and a multi-agency team (including the City of Los Angeles, the Los Angeles Police Department, the Los Angeles County Sheriff's Department, California Highway Patrol and the United States Secret Service) worked to create an efficient transportation plan to minimize the impact on local businesses and residents.

"Our Department of Transportation staff deserve a great deal of credit for keeping traffic flowing and the transportation system functioning during the convention," said California Department of Transportation Director Jeff Morales. "They worked long hours and did a tremendous job of working with other state and local agencies to get the job done."

Strategies included making temporary closures and detours, re-timing traffic signals, restricting parking, using air space to accommodate parking and re-striping for one-way access. The California Department of Transportation worked with the CHP to maintain traffic flow and to protect dignitaries and state property. Officers worked alongside Department employees to open or close freeway ramps as necessary.

The team attempted to maintain normal commuting patterns. This meant assigning traffic officers to key intersections to help detoured motorists and convention shuttles. More than 120 new directional signs were posted between Los Angeles International Airport and Staples Center.

The California Department of Transportation and the Los Angeles City Department of Transportation (LADOT) maintenance forces worked together to remove graffiti and litter, trim overgrown vegetation, mend fences, repair guardrail, check highway/street signs and lighting and perform other clean-up activities. Both agencies do this work routinely, but they gave Los Angeles special attention in the spirit of extending a warm welcome to visitors.

During the DNC, 238 Department of Transportation employees were on standby 13 hours per shift as the emergency response team. They provided 190 pieces of light and heavy equipment to the DNC

Left to right: Joonkoo Kang, Michael Miles and Captain Steve Beeuwsaert, CHP, discuss DNC maps and master plans.

With the DNC site just off camera and Los Angeles Police Department vehicles in place on Olympic Boulevard, Maintenance Supervisor Kevin Sciotto gets a bird's eye view of convention preparations on a picture-perfect day in Downtown Los Angeles.

event. Department of Transportation districts throughout the state contributed to the massive effort by dispatching equipment and personnel to Los Angeles. Engineers from the Department's Sacramento Headquarters came down to assist. During the convention, Department maintenance forces monitored activities on the freeway system, set up and removed over 250-freeway detour and ramp closure signs, provided standby maintenance crews for emergency response and assisted in the CHP Field Operation Center.

Department staff met with the California Trucking Association to reschedule deliveries to help alleviate traffic congestion during the DNC. The team also met with downtown and LA Area Chambers of Commerce and other large employers who offered employees flex time to reduce peak-hour traffic.

Contractors helped manage traffic by holding road construction to a minimum and avoiding day lane closures on freeways near the Staples Center. As a result of this well-planned traffic management operation, motorists were able to maneuver in and around Los Angeles with minimal impact.

The Department's Traffic Management Center and the LADOT Automated Traffic Surveillance and Control (ATSAC) Center coordinated efforts to monitor all freeway and city street traffic leading into and out of downtown. This included the use of both portable and freeway changeable message signs in and around the area. Employees were also posted at strategic locations, so they could make quick decisions about additional closures or more security.

The Department of Transportation was prepared to send out employees and equipment for a variety of contingencies from a command post at the Los Angeles Sports Arena. This included Department mechanics, tools to remove dumped nails from freeways, cherry pickers, tow trucks, hazardous materials contractors and tire repair service trucks.

The news media cooperated and reported the latest freeway traffic conditions. Thanks to their efforts, the public was kept well informed. Department of Transportation traffic engineers, maintenance forces and all the support staff demonstrated once again why they and our transportation partners are the best in the field.

Ceremony Announces Governor's Pledge To Build Soundwalls

During a ceremony held July 21, 2000 near a proposed soundwall site along the San Diego Freeway (I-405) in Van Nuys, Maria Contreras-Sweet, Secretary, Business, Transportation and Housing Agency and Jeff Morales, Director of the California Department of Transportation announced Governor Gray Davis' commitment to complete 63 freeway soundwalls across California.

Secretary Contreras-Sweet pledged on behalf of the Governor to fund and complete the longstanding California Freeway Soundwall Program. Governor Davis said, "Californians living near those freeways have put up with enough delay. Now, after more than a decade, these soundwall projects will result in dramatically improved quality of life for people in neighborhoods alongside many of the state's main arteries."

Responding to the Governor's request, the California Transportation Commission (CTC) allocated $226 million to begin constructing 63 soundwall projects within two years. District 7's soundwall program, particularly in Los Angeles County, is the largest soundwall program in the state. The California

Photo courtesy of *The Daily News*

Making a sound impression! Writing their names in a future soundwall are, left to right: Caltrans Director Jeff Morales; Assembly Speaker Robert Hertzberg; Secretary of Business, Transportation and Housing, Maria Contreras-Sweet; Los Angeles County Supervisor Zev Yaroslavsky; and Senator Richard Alarcón. A member of the media records the event.

Department of Transportation is dedicated to carrying out the Governor's pledge to deliver these soundwall projects as expeditiously as possible. Combined, the projects will total 58.2 miles of soundwalls in 13 counties across California.

The California Legislature originally approved the soundwall projects in 1989 as part of a transportation initiative. Construction funds were diverted to seismic retrofitting for bridges following the Loma Prieta and Northridge earthquakes. Secretary Contreras-Sweet said, "The residents living near these freeways have been more than patient. A promise made is a promise kept and the time is long overdue to finish construction of these soundwalls."

The long-awaited project to install soundwalls along a segment of the San Diego Freeway (I-405) in the San Fernando Valley began construction in December 2000. Soundwalls will be placed along the edge of the existing freeway shoulder in both the northbound and southbound directions from just south of Victory Boulevard to Sherman Way. This section had been identified for soundwalls as part of the community retrofit soundwall program and prioritized for construction prior to the Governor's recent commitment to fund the remaining proposed soundwalls on the waiting list. This $6.8 million project will bring noise relief to residents along both sides of the 1.4-mile project. Construction of the soundwall is targeted for completion in December 2001.

The soundwall program includes the May 1989 Retrofit Soundwall List and the Post May 1989 Soundwall List. District 7 has 42 projects remaining from the May 1989 Retrofit Soundwall List. Estimated cost is $187 million, including engineering support, right-of-way and construction costs.

In August, 1999 the California Transportation Commission (CTC) approved $226 million statewide for the Soundwall Program. Soundwall project delivery schedules and workplans were established in December 1999 and were incorporated into the statewide Soundwall Delivery Program. Senate Bill 45 authorizes Los Angeles County Metropolitan Transportation Authority (LACMTA) and Ventura County Transportation Commission (VCTC) to fund the Post May 1989 Soundwall projects list in Los Angeles and Ventura Counties.

Massive Seismic Retrofit Program Completed

During 2000 the California Department of Transportation finished seismic retrofit work on the Arroyo Seco Bridge on Route 134 in Pasadena and the La Canada Arch Bridge, the Slide Canyon Bridge and the Woodwardia Canyon Bridge on Route 2. Retrofitting these structures marked the completion of Phases I and II of the District 7 Seismic Retrofit Program. A total of 378 bridges in Los Angeles and Ventura counties were retrofitted in Phase I and 293 bridges were retrofitted in Phase II. All structures initially identified as being susceptible to earthquake damage have been retrofitted for the new earthquake design standards.

Department of Transportation engineers began evaluating every freeway structure in the state after the 6.4 magnitude Sylmar earthquake in 1971 and then accelerated the program after the Loma Prieta (Oakland) quake in 1989. The magnitude 7.1 Loma Prieta earthquake prompted a comprehensive plan to identify and retrofit all susceptible bridges in the state.

Approximately 1,040 state-owned bridges were earmarked for retrofitting. A total of 114 structures in Los Angeles County had been retrofitted when the Northridge earthquake hit in January, 1994. Shortly after the Northridge quake, the Department of Transportation accelerated the retrofitting program and increased the number of overpasses and bridges needing retrofitting to 2,370 statewide.

Vincent Thomas Bridge Retrofit Work Completed

Construction finished in May, 2000 on a $26 million contract to retrofit the 36-year old Vincent Thomas Bridge in Los Angeles Harbor. Traylor Brothers, Inc. of Newport Beach was the contractor on this complex project that began in August 1997. The Vincent Thomas Bridge was the first toll bridge in Southern California to be retrofitted with funds from Proposition 192 – the bond measure voters approved in March 1996.

The Vincent Thomas Bridge is located on Route 47 in Los Angeles County. Construction of this 6,062 foot-long cable-suspension bridge was completed in 1964. Department of Transportation engineers determined that seismic strengthening was necessary for the bridge to withstand a maximum 7.25 magnitude quake on the Palos Verdes fault.Seismic retrofit work included both substructure and superstructure work. It included widening the footings and encasing columns with steel and concrete at many locations along the spans.

One of the special concerns during construction was protecting a pair of American Peregrine Falcons that have nested on the bridge since 1992. Special care was taken to protect the falcons and other rare, threatened or endangered species that live near the bridge. The Department of Transportation managed the falcons on the bridge by manipulating their nesting cycle so construction could continue throughout the nesting season.

Route 210 (30) Blazes New Course In Congestion Relief

On October 12, 2000 California Secretary of the Business, Transportation and Housing Agency, Maria Contreras-Sweet, California Department of Transportation Director Jeff Morales and a host of local officials held a groundbreaking ceremony for the $48 million final Los Angeles County phase of the Foothill (210) Freeway construction in Claremont.

"It's a wonderful day for Claremont, La Verne, Rancho Cucamonga and Upland," said Secretary Contreras-Sweet. She called the Route 210 extension a shining example of the Davis Administration's commitment to delivering desperately needed transportation improvements to keep California on the move.

"The economic vitality of eastern Los Angeles County and San Bernardino County is crucial to the overall well-being of California. With completion of this project, we will have a continuous ribbon of freeway to serve travelers all the way from I-5 in northern Los Angeles County to I-10 in Redlands, more

"A time for celebration" at Route 210 groundbreaking. Left to right: Kees Woudenberg, aide to Congressman Gary Miller; Norman King (rear), Executive Director, San Bernardino Association of Governments; Corey Calaycay (front), aide to Assemblyman Bob Margett; Rodney Mitchell (rear), aide to Senator James Brulte; Ray Musser, Councilmember, City of Upland; James Starkey, aide to Assemblyman Bob Margett; Chris Freeland, aide to Congressman David Dreier; Mayor Pro-Tem Tom Thomas, City of Upland; Mayor Pro-Tem Patrick Gatti, City of La Verne; Mayor Karen Rosenthal, City of Claremont; Business, Transportation and Housing Secretary Maria Contreras-Sweet; Caltrans Director Jeff Morales; Caltrans District 8 Director Stan Lisiewicz; Caltrans District 7 Director Robert W. Sassaman; and James L. de la Loza, Executive Officer, Metropolitan Transportation Authority.

than 75 miles away," Secretary Contreras-Sweet said.

The first freeway mainline project will link Los Angeles and San Bernardino Counties and includes construction of the freeway and the ramp interchange at the county line. Work on another $48 million project that is building 2.4-miles of mainline freeway from Thompson Creek to Indian Hill Boulevard in

Claremont began in November 2000. A third, $75 million contract to construct three miles of mainline freeway, soundwalls and ramps from Foothill Boulevard to Thompson Creek in La Verne and Claremont began in October 2000.

Construction in Los Angeles County has been underway since 1998. During 2000 the Department of Transportation completed many of the local street overcrossings. In October 2000 the Department of Transportation opened a new Route 210 Public Information Office in La Verne. Public Affairs staff has conducted a multi-element Public Awareness Campaign since the project began. The campaign includes conducting public meetings, a school safety awareness program to alert students, teachers and parents about construction activities and safety awareness, a business assistance program, a website (www.dot.ca.gov/dist07) and a community newsletter.

The project is a vital, east-west link in the regional transportation network. The estimated cost is $1 billion, which is funded by local, state and federal gas and transportation taxes. The cost of the project in Los Angeles Country is approximately $310 million. The first segment, approximately 22 miles from the current end of the freeway in San Dimas through the interchange with I-15 in Fontana, is scheduled to open to traffic in 2002.

The California Department Of Transportation Wins National Award For Long-Life Pavement Project

In December 2000, California Department of Transportation District 7 Director Robert W. Sassaman traveled to Orlando, Florida to accept a "National Award for Excellence" from the Western States Chapter of the American Concrete Pavement Association (ACPA) for the San Bernardino Freeway (I-10) Long-Life Pavement Restoration Project in Pomona. Tom Salata, ACPA Executive Director, presented the award during the ACPA annual conference.

Jointly sponsored by ACPA and Concrete Construction magazine, the awards recognize the best concrete pavement construction projects in the nation. The Concrete Pavement Restoration Award recognizes projects for efficiency, quality, smoothness, reduced costs and a minimum of road user delays. The Department of Transportation was the co-winner in the ACPA's Concrete Pavement Restoration Award category along with its contractor, Morrison-Knudsen of Highland, California.

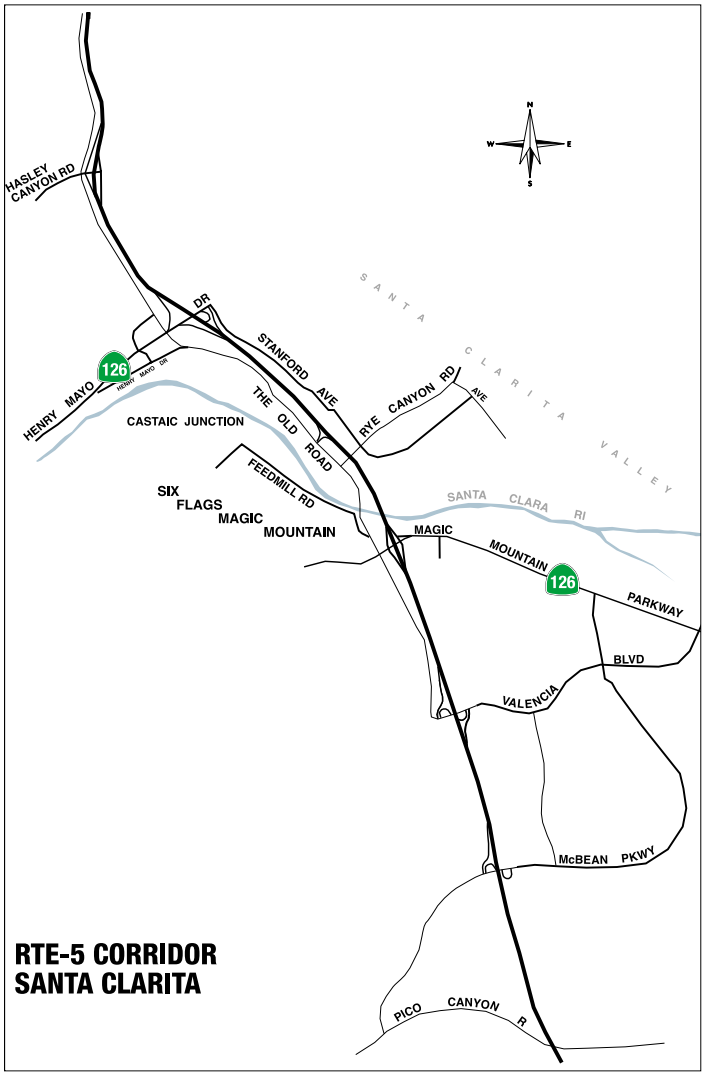
The I-10 long-life pilot project marked the first time new, faster setting and longer lasting concrete was used on a major freeway-repaving project. The $15.9 million reconstruction project utilized the latest technology and specifications.

To minimize traffic disruptions, the Department of Transportation tested several construction methods including the use of high, early-strength concrete and a continuous, 55-hour working weekend to replace the targeted 1.75 lane miles of concrete. The contrac-

Caltrans' District 7 Director, Robert W. Sassaman, left, accepts national awards from ACPA's Tom Salata.

tor successfully put down 3,600 cubic yards of concrete in 55 hours – a remarkable feat that had never been done before. Innovative procedures were used to replace damaged pavement slabs with Fast Setting Hydraulic Cement Concrete (rigid pavement) that hardened and was ready for traffic in just four hours. This was the first repaving project of this size on an interstate highway to be completed in such a short time.

Golden State Freeway (I-5) Projects



These I-5 improvement projects are also in the works:

- Modify interchange at Valencia Boulevard and I-5 – a Department of Transportation/Los Angeles County/Newhall Land Improvement Project. Estimated work schedule is from September 2000 to October 2001.
- Widen roadway from two to six lanes on eastbound and westbound Route 126 (Magic Mountain Parkway) from I-5 to McBean Parkway — a Los Angeles County/MTA improvement project. The Department of Transportation is providing oversight. Estimated work schedule is from May 2001 to May, 2002.
- Replace Santa Clara River Bridge on I-5 – a Department of Transportation improvement project. Estimated work schedule is from November 2001 to December 2003.
- Replace bridge on I-5 at the Route 126 (Magic Mountain Parkway) Interchange, and on Route 126 – a California Department of Transportation/ City of Santa Clarita/Newhall Land improvement project. Estimated work schedule is from November 2001 to December 2003.
- Improve I-5/Route 126 Interchange (Magic Mountain Parkway) - Includes widening Route 126 from four lanes to six lanes and construction of a new interchange on Route 126 at Commerce Center Drive – a Department of Transportation/Los Angeles County/Newhall Land/MTA improvement project. The Department of Transportation will provide oversight. Estimated work schedule is from May 2002 to September 2003.
- Replace bridge and improve interchange on I-5 at Hasley Canyon Overcrossing – a MTA/Los Angeles County/Newhall Land improvement project. The Department of Transportation will provide oversight. Estimated work schedule is from September 2003 to August 2005.

During a press briefing held May 19, 2000 at the California Department of Transportation's new North Region Maintenance Facility in Valencia, Doug Failing, District 7 Chief Deputy, described seven roadway improvement projects planned to improve the Golden State Freeway (I-5). Projects span 19 miles from Calgrove Boulevard to Templin Highway in and near Santa Clarita. Over 50 million vehicles annually including over 500,000 trucks per month use this heavily traveled corridor.

The projects involve the Department of Transportation, the Los Angeles County Metropolitan Transportation Authority (MTA), the City of Santa Clarita, Newhall Land and the County of Los Angeles.

In December 2000 a $6.3 million pavement rehabilitation project was completed along northbound and southbound I-5 spanning 19 miles in each direction from Calgrove Boulevard to Templin Highway in Santa Clarita. Construction began in December 1999.

The Department of Transportation Public Affairs staff is conducting a public awareness campaign to inform motorists about lane closures and alternate routes. The Department posts I-5 construction information and detailed maps at a special kiosk display inside the Valencia Town Center Mall.

Santa Ana Freeway (I-5) Ultimate High Occupancy Vehicle Lane Project

Governor Davis' Transportation Congestion Relief Program (TCRP) shifted the direction of this project. The California Department of Transportation is now examining the possibility of building the ultimate High Occupancy Vehicle (HOV) lane from Route 91 to I-605. The ultimate project would consist of four mixed-flow lanes and one HOV lane in each direction. The TCRP provides $125 million to build the ultimate HOV. The Department of Transportation is working closely with the I-5 Joint Powers Authority (JPA), Los Angeles County Metropolitan Transportation Authority (LACMTA) and Orange County Transportation Authority (OCTA) to obtain necessary funding to complete the ultimate HOV by 2009.

Currently the portion of I-5 in Orange County south of Route 91 is being widened to 10 lanes (one HOV plus four mixed-flow lanes in each direction) with future provisions for the ultimate 12 lanes). The portion of I-5 north of I-605 contains eight lanes. However, the section of I-5 between Route 91 in Orange County and I-605 in Los Angeles County currently has six lanes. This design causes a bottleneck on I-5. Construction is scheduled to begin in mid-2006 and completion is targeted for 2009.

Alameda Corridor Project

The California Department of Transportation continues to monitor federal funding for this massive improvement project and to provide oversight for some segments of the Alameda Corridor Project. Sixteen of the 21 construction contracts (representing over 95% of the total construction value) have been awarded. All projects are on schedule. Completion is scheduled for the end of 2002.

The $2.4 billion Alameda Corridor consists of the following construction projects:

- At the north end of the Corridor are three principle projects: The new Los Angeles River Bridge, dedicated in 1998, replaced a single-track bridge with a three-track structure. The Washington Boulevard & Santa Fe Avenue Grade Separation will separate rail and street traffic. The Redondo Junction project will elevate Amtrak and Metrolink passenger train lines over the Corridor.
- In the mid-corridor section, freight trains will travel through a 10-mile, 33-foot-deep trench between Route 91 and 25th Street. East-West streets will bridge across this trench.
- The south end of the Corridor includes two major projects: the Henry Ford Avenue Grade Separation project will separate automobile and train traffic while reconstructing sections of Henry Ford Avenue. The Compton Creek/Dominguez Channel project will replace the current single-track bridge over Compton Creek with a three-track bridge and add a second three-track bridge over Dominguez Channel.
- The County and City of Los Angeles are widening Alameda Street south of Route 91 from four to six lanes. North of Route 91, Alameda Corridor Transportation Authority (ACTA) will install new signals, new pavement and left-turn pockets.

Project Benefits:

- Improve efficiency of cargo distribution.
- Reduce traffic conflicts at 200 rail crossings.

- Significant reductions in train emissions.
- Significant reductions in idling-related and truck emissions.
- Significant reductions in noise pollution from trains.
- Generate thousands of jobs over the life of the project.

Alameda Corridor-East (ACE) Project

The goal of the $912 million Alameda Corridor East (ACE) Project is to mitigate the effects of increased traffic along a 35-mile freight rail corridor through the San Gabriel Valley from East Los Angeles to Pomona. The ACE Project includes transportation safety improvement projects at 44 grade crossings located throughout the San Gabriel Valley. The ACE Project will be completed in two phases. The first phase (1999-2007) includes near-term, low cost mobility improvements that encompass safety upgrades, traffic signal control measures, roadway widenings and 11 grade separations. The second phase (2004-2007) includes nine additional grade separations. Completion is targeted in eight years.

The program is on schedule with various segments in different stages of development. It is funded through a combination of federal, state, local and private sources. The Department of Transportation monitors the federal and state funding.

The project is along Union Pacific Railroad and former Southern Pacific Railroad (now owned by Union Pacific). With improved traffic signals and grade separations, trains can be operated at higher speeds and without interruptions. Vehicular traffic will be safer and free flow, reducing pollution and congestion in the neighboring local streets.

Core Programs

Traffic Operations

Oversees and operates the Transportation Management Center (TMC) in partnership with the California Highway Patrol (CHP). The California Department of Transportation and the CHP monitor freeway traffic 24-hours a day. Operations is also responsible for developing new technologies through programs such as the Intelligent Transportation System (ITS) and Smart Corridors. It also provides incident response and special event planning such as managing traffic for the Democratic National Convention at Staples Center in Los Angeles, major sporting events, the annual Rose Parade and game and other major events. Reviews and issues permits for work or filming within state right-of-way; provides signs and pavement delineation and is responsible for investigating traffic support systems such as traffic signals, ramp metering, median barriers and guardrails.

Los Angeles County

New El Monte Busway Operation

Senate Bill 63, authored by Senator Hilda Solis became law on July 24, 1999 and provided for an 18-month demonstration project that reduced the minimum occupancy requirement from three to two persons per vehicle on the El Monte Busway High Occupancy Vehicle (HOV) lanes. This demonstration project took effect January 1, 2000 and will continue until June 30, 2001.

SB 63 required the California Department of Transportation to conduct an operational study of the El Monte Busway to examine the effects of SB 63 on this facility. The mainline and HOV traffic conditions and usage were evaluated using traffic data collected from both electronic data collection systems and manual occupancy counts.

Due to the heavy traffic congestion on the Busway and because of public complaints, Assemblyman Bob Margett, co-authored Assembly Bill 769 (with Senator Solis). Enacted on July 24, 2000, AB 769 overrode SB 63 and the three or more occupancy requirement (during peak periods). Two or more passengers per vehicle are required in between these times.

Signs were changed and the facility was monitored for five months. The Department of Transportation submitted an operational report to the Legislature in January 2001. The facility is no longer congested; however, the occupancy violation rate in the peak period sometimes reaches 50%.

Antelope Valley Freeway (Route 14) part-time Carpool Lane

Assembly Bill 1871 became law January 1, 2001 and began an 18-month, part-time demonstration project on the Route 14 High Occupancy Vehicle (HOV) lanes. This project only allows carpools in HOV lanes during peak periods. Solo drivers are allowed to use the HOV lanes at all other times. The Department of Transportation will submit a report on this project to the Legislature by January 1, 2002.

New Law Opens HOV Lanes to Clean Air Vehicles

On July 1, 2000 Assembly Bill 71 became effective, which allows certain clean air vehicles to use High Occupancy Vehicle (HOV) lanes regardless of the number of people in the vehicle. Vehicles are required to display decals from the Department of Motor Vehicles to qualify for the exemption. Signs reading "Clean Air Vehicles with DMV Decals OK" were installed on all HOV facilities in California.

Los Angeles International Airport (LAX) Master Plan

Department of Transportation engineers partnered with Los Angeles World Airports to implement the following proposed improvement projects that are included in the LAX Master Plan for 2015. The plan will be a blueprint for the modernization and development of LAX and will be an integral part of the evolving regional system of airports that will serve the air transportation needs of the Southland in the 21st Century. The Master Plan is currently in the planning stages.

- The proposed project is to construct a four-lane viaduct on the westside of I-405 and to construct a two-lane viaduct on each side of I-405. Estimated cost of these proposed projects ranges from $607 million to $758 million.
- The proposed project is to provide a direct High Occupancy Vehicle (HOV) connection between I-405 and I-105. The alternatives range from constructing HOV/mixed flow lane connectors to providing direct HOV-to-HOV connectors with partial reconstruction to the I-105/I-405 interchange. The total project capital outlay cost is estimated to be in the range of $270 million to $737 million.
- The proposed project is to realign Route 1 and provide alternatives for a new interchange at the intersection of Westchester Parkway and Sepulveda Boulevard and at the intersection of the realigned Route 1 and Lincoln Boulevard. The estimated capital outlay cost is estimated at $250 million to $256 million. The California Department of Transportation is in the process of studying these proposals.

High Occupancy Vehicle (HOV) Lanes

At the end of 2000, HOV lanes made up 35% of the total freeway length in Los Angeles County, which has a total of 527 freeway miles. Los Angeles County has 377 lane miles of HOV. The Southern California region of five counties (Los Angeles, Ventura, Orange, San Bernardino and Riverside) has a total of 630 lane miles, excluding the Route 91 Toll Road in Orange County, which is 40 HOV lane miles. Statewide, California has 953 HOV lane miles. California is home to 40% of the HOV lanes in the nation.

No new HOV facilities opened in 2000, however, the following new HOV lanes are under construction:

- I-405 Southbound only HOV lane (8 miles) - from Route101 to Waterford Street- $15.6 million.
- I-10 from Route 57 to the San Bernardino County Line - $80 million.
- Route 14 HOV lane (11 miles) - from Escondido Canyon Road to Pearblossom Boulevard - $29 million.
- Route 14 from I-5 to San Fernando Road (2.4 miles) - $5.4 million.
- Route 30 with HOV lanes (6 miles) - from Foothill Blvd. to the San Bernardino County Line - $264 million.

Four miles of HOV lanes on the San Gabriel River Freeway (I-605), between the Orange County Line and South Street in Cerritos, opened in May 2001.

Pacific Coast Highway Safety Corridor

The following accomplishments were made on Route 1 (Pacific Coast Highway) in 2000:

- New metal beam guardrails were installed in some locations and existing metal beam guardrails are being upgraded.
- A partnership agreement was made with the City of Malibu to install new Highway Advisory Radios (HAR) along Route 1, Route 101, I-405, I-10 and Route 27. In October 2000, the Department of Transportation participated in a ceremony to celebrate the installation of the first HAR station. The HAR will inform commuters about incidents. Flashing beacons will be activated to advise motorists to tune into a particular radio frequency to receive the latest advisories.
- Rumble strips and inverted profile thermoplastic striping were installed on Route 1 from the McClure Tunnel to Topanga Canyon Boulevard.

• "Smart" crosswalks (flashing signals located near crosswalks that are activated by the presence of pedestrians) are being installed in four locations.

• Lighted studs are being installed on top of the median barrier divider in the McClure Tunnel and video detection is being phased in to activate traffic signals at 11 intersections.

Angeles Crest Highway (Route 2) Safety Corridor

As part of an on-going effort to improve safety on Angeles Crest Highway (Route 2), the Department of Transportation completed two speed zone surveys to lower the speed limit established a daylight headlight section and installed warning signs. Future plans include improving turnouts, repaving the roadway, and installing recessed pavement markers and high reflective traffic stripes, installing Changeable Message Signs and an automatic ice detection system.

Route 138 Safety Corridor

The Route 138 Safety Corridor Task Force is two years old. The corridor is 47 miles long and is located between Route 14 and I-15. Thirty-two miles are in Los Angeles County and 15 miles are in San Bernardino County.

A project to install a 3.5-mile long, soft median barrier was completed in April 2000. The location selected was a two-lane segment of the rural highway in the High Desert that has a history of cross-centerline accidents. The median was widened to two feet by adding a median rumble strip, double-yellow, raised profile thermoplastic striping and recessed pavement markers. Engineers are confident this innovative project will significantly improve highway safety without unduly restricting traffic.

Northbound I-110 to Northbound I-5 Connector

The Department of Transportation is conducting a traffic study to determine a feasible solution to alleviate traffic congestion on the connector road from Northbound I-110 to Northbound I-5. The goal of the study is to improve the operation and safety of the connector road and the mainline freeway.

Ventura County

Route 118 Safety Corridor

In 1998 the California Department of Transportation began partnering with various Ventura County stakeholders to explore ways to improve traffic and safety along the 15-mile corridor from Route 23 in Moorpark to Route 126 in Saticoy. The Route 118 Safety Corridor Task Force was created as a result of this effort. Minor and major improvements were identified. Because of the task force efforts, a signal was installed at Rose intersection, Long Canyon Creek bridge has been repaired, a CHP truck inspection station is being improved, Somis Road intersection is being improved and other striping and signing changes are being implemented.

New Route 101/126 Signs Installed

California Department of Transportation District 7 Director Robert W. Sassaman and District 7 Division Chief Frank Quon joined Senator Jack O'Connell at the Ventura County Government Center in August, 2000 for a ceremony to unveil the new "Santa Paula – Fillmore" destination signs on the Ventura Freeway (Route 101). Department of Transportation staff installed two; new "next exit" signs on northbound and southbound Route 101 that display the names of the cities of Santa Paula and Fillmore.

Capital Outlay Program - Program and Project Management

The Division of Program/Project Management, working in conjunction with its partners, both internal and external, is responsible for all program/project management activities related to delivery of the District's Capital Outlay Program. It utilizes an organizational structure emphasizing communication through a Project Development Team, led by a Project Manager. The Office of Local Programs provides direction and assistance to over 100 local agencies in administering federal and state funds.

New Process Speeds Project Delivery

In order to speed the design and construction process, a number of projects were identified statewide as candidates for a new concept called "Design Sequencing." The first project to be delivered using this process was delivered in fall, 2000 on schedule. By issuing plans that included the design concept for an auxiliary lane on the San Diego Freeway (I-405) in West Los Angeles and providing the contractor with the information needed to both bid and begin construction, the start date for construction was accelerated. Additional details needed to finalize the design were provided to the contractor throughout the project. This project will be coordinated with additional future projects and will provide much needed congestion relief for this busy area.

Los Angeles County

Route 101/405 Interchange Improvement Projects

Over the past couple years Department of Transportation staff has been working on several projects to provide congestion relief at this intersection. Governor Gray Davis' Transportation Congestion Relief Program (TCRP) provides funds to accelerate these improvement projects. Following is description of some of the projects in various stages of development:

I-405 Northbound Auxiliary Lane

This $11.5-million project will add one auxiliary lane along the San Diego (I-405) Freeway between the Mulholland Drive overcrossing and the Ventura Boulevard undercrossing by adding one auxiliary lane in the northbound direction. This improvement is needed to alleviate congestion at the 101/405 Interchange. Construction began in December 2000 and completion is set for spring 2002.

HOV and Auxiliary Lanes on SB 405 between Waterford Street and I-10

This $74 million-project proposes to add auxiliary and High Occupancy Vehicle (HOV) lanes between Waterford Street and I-10. The HOV lane will provide continuity for the southbound HOV lane on the entire I-405 corridor. The Department of Transportation is preparing a project report for this project. STIP funding is programmed only for the design component of the project ($7.4 million). Construction is targeted to begin in January 2004, contingent upon funding availability. The estimated construction cost is $59 million.

Proposed I-405 Freeway Gap Closure Project

This proposed $15 million project would extend the auxiliary lane past the Greenleaf off-ramp to the Route 101 connector; close the loop on-ramp from westbound Ventura Boulevard and grade separate the slip on-ramp from Sepulveda Boulevard to northbound I-405 with the Route 101 connector by carrying the slip on-ramp under the connector. This would help to eliminate weaving in this congested area. A project report is underway. It is anticipated that this project will be submitted as a candidate project in the 2002 State Transportation Improvement Program (STIP) cycle.

405/101 Freeway Connector Widening Project

This $10.1 million project will widen the northbound I-405/southbound Route101 connector (from north of the Ventura Boulevard undercrossing to west of Kester Avenue undercrossing) by adding an additional lane. This improvement is needed because the 101/405 Interchange is one of the busiest interchanges in California, carrying over 530,000 vehicles daily. This project has been fully programmed in the STIP at $10.1 million and is in design. Construction is scheduled to begin in fall 2001 with completion set for fall 2003.

Route 101 Corridor Study

A major Ventura Freeway (101) Corridor Study began in 2001 (extending from Route 23 in Ventura County to the Harbor Transitway (I-110) in downtown Los Angeles). Engineers are studying traffic for three hours daily during peak commute periods. Besides being heavily used by commuters, this 40-mile long corridor is a major east-west route that is also used for interstate and interregional travel and shipping.

The goal of the study is two-fold: to conduct a comprehensive evaluation of the overall transportation system (results will be assembled into a Corridor Analysis Report that will include Preferred Alternative improvements) and to prepare project initiation documents such as Project Study Reports. The study is scheduled for completion in three years and will identify additional improvements to Route 101 as well as improvements at the Route 101/405 Interchange for future implementation.

Chino Valley Expressway (Route 71) Conversion

This proposed $181 million project will add one mixed flow lane and one HOV lane in each direction on the Chino Valley Expressway (Route 71) between the San Bernardino Freeway (I-10) and the Pomona Freeway (Route 60) in Pomona. This is the last remaining segment of Route 71 that will be converted. New High Occupancy Vehicle (HOV) lanes will also be provided between I-10 and Route 60. This project has been partially programmed ($30 million) from Governor Davis' Traffic Congestion Relief Plan and is in the project report phase. Construction is scheduled to begin in fall 2005 and completion is expected in fall 2009.

Chino Valley Freeway (Route 71) Grade Separation Project

The City of Pomona initiated this $13.7 million project to improve traffic flow at the intersection of the Corona Expressway (Route 71) and Mission Boulevard. A grade separation of the existing signalized intersection is proposed by constructing an overcrossing bridge structure from Mission Boulevard to Route 71. Construction is scheduled to begin in fall 2005 and completion is scheduled for fall 2009.

San Bernardino Freeway (I-10) HOV Widening

This project will provide operational and capacity improvements, reduce congestion and add to the system of lanes available for commuters to rideshare. The 5.9-mile project will widen I-10 from eight to 10 lanes between the Route 57/210 Interchange in San Dimas and Pomona and the Los Angeles/San Bernardino County Line in Claremont. Construction on this $97-million dollar project began in January 2001 and completion is set for June 2005.

Seven local street undercrossing structures will be widened. The College Avenue Pedestrian Undercrossing will be extended while pedestrian undercrossings at Mountain Avenue and Cleveland Place will be abandoned. Many retaining walls and soundwalls of varying heights will be constructed adjacent to the freeway outside shoulders and at many of the on and off ramps. The retaining walls avoid excessive right of way acquisition, while the soundwalls help to decrease freeway noise levels in the adjacent community.

I-10 Widening Project from Baldwin Avenue Undercrossing to I-605

This $66.7 million project will widen a 3.2-mile stretch of I-10 from eight to 10 lanes to provide one High Occupancy Vehicle (HOV) lane in each direction from Baldwin Avenue in El Monte to the Route 10/605 Interchange in Baldwin Park. The project also includes construction of auxiliary lanes between selected ramps and soundwalls at necessary locations. It is one of several projects that will extend the I-10 HOV lanes to San Bernardino County. Construction is scheduled to begin in the Fall 2001 and completion is set for Spring 2004.

New Transportation Management Center in Eagle Rock

A new Transportation Management Center (TMC), jointly operated by the California Department of Transportation and the California Highway Patrol, will be located in the southwest quadrant of the Route 2/134 Interchange in Eagle Rock. Construction is scheduled to begin in spring 2002. The grand opening ceremony is scheduled for fall 2003. The new TMC will interact with local cities and agencies to provide up-to-the-minute transportation information for Southern California.

Antelope Valley Freeway (Route 14) High Occupancy Vehicle Projects

The Department of Transportation continues its effort to construct 72 miles of High Occupancy Vehicle (HOV) lanes on the Antelope Valley Freeway (14) between I-5 and Avenue P-8 in Palmdale. The massive project is broken up into five construction stages, with the most congested areas being improved first. Work began in July, 2000 on a $27.5 million contract to widen 10 miles of Route 14 from Escondido Canyon Road near Acton to Pearblossom Highway near Palmdale. Estimated completion is January 2003 on this project which will add High Occupancy Vehicle (HOV) lanes in each direction.

Construction began in February 2001 on a $12 million project to widen a 2.2-mile stretch from the Golden State Freeway (I-5) in Santa Clarita to San Fernando Road in Newhall for HOV lanes. Completion is expected in the summer, 2002.

Route 14 is an interregional commuter freeway. It originates at I-5 and traverses high growth areas in Los Angeles. It terminates at Route 395 in Kern County.

Palmdale Boulevard/Pearblossom Highway (Route 138) Widening Project

Construction began in April 2001 on an $11 million project to improve and rehabilitate an 8.5-mile section of Palmdale Boulevard, 47th Street East, Fort Tejon Road and Pearblossom Highway (Route 138) between the Antelope Valley Freeway (Route 14) and 60th Street East in Palmdale. The project includes reconstructing Palmdale Boulevard median and widening the roadway from four to six lanes between Route 14 and 6th Street East through downtown Palmdale. Between 6th Street East and 60th Street East, work will include pavement rehabilitation and widening outside shoulders. Completion is scheduled for spring 2002.

Route 138 Route 14/Avenue T - Rehabilitation and Widening

This 13.7-kilometer project involves the rehabilitation and widening of Route 138 from Route 14 to Avenue T in Palmdale. The rehabilitation portion of the project involves resurfacing the roadway between Route 14 and 57th Street East. The widening of Route 138 from four to six lanes will be done by re-striping the existing highway and by modifying the existing median. The widening will take place between Route 14 and 30th Street East. This project will provide safe and efficient regional transportation to this rapidly growing region of the Antelope Valley. Construction began in January 2001 at an estimated cost of $10 million. Completion is scheduled for mid-2002.

Route 138 Widening from Avenue T to Route 18

The Department of Transportation held a public hearing on October 30, 2000 in Littlerock so

Antelope Valley residents could give input regarding the Draft Environmental Impact Report/Environmental Assessment and design alternatives for improving the Route 138 corridor between Avenue T and Route 18. The environmental document for this project was approved in March 2001. Construction is expected to begin in 2002.

The project includes the following:

- Two, 12-foot wide lanes in each direction
- 8-foot wide shoulders in each direction
- 16-foot wide median to be used as a two-way left turn lane
- Curb, gutter and sidewalk through town

I-5 Western Avenue Interchange

This proposed $10.8 million project will improve the I-5/Western Avenue Interchange in Glendale. Improvements will provide congestion relief for future local and regional traffic and will eliminate existing deficiencies at the I-5/Western Avenue Interchange and the Western Avenue/Flower Street intersection. It is located within Glendale's "San Fernando Road Corridor Redevelopment Project." Construction is scheduled to begin in June 2003 with completion scheduled for October 2004.

Rte 134/San Fernando Road Grade Separation/Access Project

The proposed improvements are located within Glendale's redevelopment plan area that is targeted for revitalization. Significant growth is anticipated in this area. Access is severely restricted by existing barriers including Southern California Regional Rail Authority (SCRRA) right-of-way, the Santa Ana Freeway (I-5) and the Los Angeles River.

Glendale initiated this project to improve access to the state highway system,match roadway capacity with the anticipated traffic growth, alleviate current operational problems and improve safety along the local highway system. This project will be constructed jointly by Department of Transportation and Glendale. Work began in April 2004 and completion is set for January 2007.

I-5 Santa Clara River Bridge Replacement Project

This $29.4 million project will replace the Santa Clara River Bridge on I-5 in Santa Clarita. It will help to ensure that the bridge structure is protected from degradation of the riverbed around the bridge foundation due to scouring. Construction is scheduled to begin in November 2001 with completion set for December 2003.

Route 5/126 Interchange Improvement Project

This $10.6 million project includes improving the Route 5/126 Interchange and realigning Magic Mountain Parkway from six to eight lanes from I-5 to McBean Parkway. The City of Santa Clarita is the lead agency.

The first phase of the project includes reconstruction of the Route 5/126 separation. The project has been combined with the Santa Clara River Bridge replacement to minimize impact to the traveling public. The second phase provides for improvements at the Route 5/126 Interchange, and the third phase includes the realignment and widening of Magic Mountain Parkway. Work is scheduled to begin in spring 2001 and completion is set for February 2003.

Antelope Valley Freeway (Route 14) Safety Projects

Construction is scheduled to begin in winter, 2001 on a median barrier project on the Antelope Valley Freeway (Route 14) from Ave. S in Palmdale to Ave. S in Lancaster. Completion is scheduled for fall, 2001.

Ventura County

Pleasant Valley Interchange

Work started in the spring, 2001 on a $31 million Route1/Pleasant Valley Interchange Project that will relocate and modify the existing interchange so vehicles can move more efficiently. The improvements are needed to relieve traffic congestion, reduce traffic accidents and to improve access to Port Hueneme. Completion is targeted for October 2003.

Five alternatives were presented to the public during a public hearing. The preferred alternative was used in developing construction plans. This alternative improves the Pleasant Valley Overcrossing over Route 1 with a wider structure, straightens Pleasant Valley Road, constructs on-and-off ramps that are more easily accessible and avoids negative impacts to mobile home parks in the area.

This $31 million project provides for the future designation of Route 1 from Oxnard Boulevard to Rice Avenue after the Route 101/Rice Avenue Interchange is improved. Some local roads will become cul-de-sacs to accommodate ramp and connector roadways. Dodge Road will be improved and connected to Pleasant Valley Road at its north end. North and south connectors will link the extension of Rice Avenue to Hueneme Road to facilitate traffic movement to Port of Hueneme. Construction began in 2001.

Replacement of Santa Clara River Bridge on Route 101

The replacement of the Santa Clara River Bridge on Route 101 in Ventura County is one of the most significant projects the Department of Transportation is currently developing. The project addresses the bridge's scour problem and doubles its capacity by increasing the number of lanes from six to 12. In addition to providing congestion relief, the project will also improve the freeway operation by removing the northbound connector from Oxnard Boulevard. The project is significant to the region because it directly affects the future development of the City of Oxnard. The construction of the new, $48 million bridge is scheduled for spring 2002 and completion is targeted for spring 2006.

New Erosion Monitoring Devices

In October 2000 the Department of Transportation installed 32 "float out" devices to monitor the rate of erosion in the Santa Clara River beneath the bridge on the Ventura Freeway (Route 101) from Vineyard Avenue in Oxnard to Johnson Drive in Ventura. The special monitoring devices are an early warning protection system to alert Department engineers about potential erosion problems that might result from a heavy rainstorm. These devices are an interim measure that will ensure the safety of the structure until it is replaced. The Department of Transportation and the Ventura County Transportation Commission (VCTC) agreed to jointly construct a new, $48 million bridge that is currently being designed. Construction is scheduled to begin in spring 2002 and completion is expected by May 2006.

Route 33 in Ojai

The Department of Transportation's effort to replace all 10 bridges along Route 33 is well underway. In June, 2000 construction was completed on one contract to replace three of these bridges. These are located between Matilija Creek and Tule Creek. Currently two construction contracts are underway along Route 33. Each contract will replace two bridges. The first of these two contracts was awarded in 1999 and completion is expected in 2001. The second contract, to replace the Cuyama and Adobe Canyon bridges, started in the summer 2000.

Route 33 Median Barrier

Beginning in February 2000, a 10-month project to replace the existing metal beam barrier with concrete barrier began along Route 33 (Ojai Freeway). Extending from just south of the Main Street

Undercrossing in Ventura to just south of the Union Pacific Railroad Overhead north of Ventura (approximately 3.2 miles) the project also provided for paving the shoulder areas in the median up to the base of the barrier. A unique feature of the project occurred in the vicinity of the Stanley Avenue Interchange where steeper terrain resulting from separate northbound and southbound roadways warranted the use of separate barriers. The existing median is densely vegetated with mature trees and has been preserved.

Capital Outlay Program - Construction

Administers all awarded contracts on the State Highway System to ensure the quality of work for the safety of the motoring public and highway workers; minimizes potential impacts to surrounding communities from noise and dust and ensures full compliance with stormwater permit requirements. Under the Department's encroachment permit process, Construction staff also provides oversight of local agency work on state highways.

Los Angeles County

New High -Tech System on San Diego Freeway (I-405)

Closed Circuit Television Cameras (CCTV) and fiber-optic communication systems were installed along the San Diego Freeway (405). This is one of the first projects in the state to install and implement the Synchronized Optical Network (SONET) system to manage communication data. SONET system is a cutting edge technology that has been used by the telephone industry but is new to the California Department of Transportation. In June 2000 the Department successfully installed and implemented the new high-tech system. The Department of Transportation/CHP Traffic Management Center receives visual images of freeway conditions from the CCTV cameras that are strategically placed along the freeway and then issue traffic reports to the news media.

New Southern Regional Lab

In March 2000, directors of California Department of Transportation Districts 7, 8 and 12 met to approve project reports for a new Southern Regional Laboratory. This is the first Department of Transportation facility to incorporate an architectural preliminary design package in the project report. A full time facility manager was hired to facilitate the project. A web-site with links to materials information was developed to track the progress of the project. When completed, the Department of Transportation will have a state-of-the-art materials laboratory that will assure the use of quality materials in all transportation projects.

Route 30/210 Extension

Seven structures, including four overcrossings, two pedestrian overcrossings and one bridge along the Route 30/210 extension from Wheeler Avenue to Live Oak Canyon Road in La Verne and Claremont were constructed in June 2000. Two flume bridges were constructed at Marshall Creek and Emerald Wash spanning the new Route 210/30 extension.

I-105 Drainage Replacement Project

Phase One of the I-105 drainage replacement projects completed in September 1999. Phase Two com-

pleted in August 2000. The Phase Three project involved abandoning the existing drainage system and replacing it with high-density polyethylene pipe at drainage inlets. This work is being done on a 3-1/2-mile segment of I-105 between I-710 and I-605. Total cost of the drainage projects was $25 million.

I-605 Pavement Rehabilitation Project

Construction began in April 2000 on this $8 million project to rehabilitate I-605 between I-5 and I-10 in both directions including the 5/605 Interchange. Work includes replacing the existing structural section of the 5/605 Interchange with asphalt concrete; removal and replacement of existing concrete slabs on the mainline with fast set hydraulic cement concrete and approach slabs and upgrading metal beam guard railings. This project will provide for a smoother and more comfortable ride. Completion is scheduled for 2001.

I-605 HOV Lane Project

Work began in June 1999 on a $9.8 million project to construct High Occupancy Vehicle (HOV) lanes and rehabilitate pavement on I-605 from the Los Angeles/Orange County line to near Route 91 in Cerritos, Lakewood, Hawaiian Gardens, Norwalk and Long Beach. This project provides a smoother and more comfortable ride and helps to relieve traffic congestion. Work completed in May 2001.

I-5 Grapevine Construction Near Gorman Completed

In September 2000 the Department completed work on a $46.7 million rehabilitation project on the Golden State Freeway (I-5) near Gorman. Three bridge decks were replaced and six bridge decks were rehabilitated. The bridges were built in 1966 and 1967 and the decks were deteriorating. Work completed one year ahead of schedule. The California Department of Transportation spent an extra $475,000 to accelerate the contract because I-5 is the major route connecting Northern and Southern California.

Design Projects

New Survey Instrument

In 2000 the California Department of Transportation obtained a new Vangarde Survey System. This unique, computer driven survey instrument operates within a modified, 15-passenger size van. A hydraulically operated tripod is mounted in the van and a rotating turret is mounted on top. A surveyor sits in a seat that rotates with the turret and operates the survey instrument and computer.

Traveling along the shoulder of a freeway, the Vangarde System can collect pavement elevations and locate all other features necessary to design High Occupancy Vehicle (HOV) projects. The Vangarde System is reflectorless; it is safer for the surveyors because they don't work on the roadway. The Vangarde System is fully contained within the van and hidden from public view. This new equipment allows Department surveyors to perform HOV and other pavement design survey requests in a safe, timely and cost effective manner without impacting motorists with lane closures.

Geographic Information Systems (GIS)

In 2000, the District 7 Office of Surveys merged with the "Information Superhighway." The new Geographic Information Systems (GIS) gives web travelers the ability to search, view and download survey data and photogrammetry records. Requesting new Survey and Photogrammetry work and researching archived data will soon become entirely web interactive.

New Seismic Monitoring Instrument Being Installed on the Glendale Freeway

Two earthquake monitoring devices will be installed on the eastside of the Glendale Freeway (Route 2) as part of a geophysical research project headed by the Southern California Integrated Global Positioning Network (SCIGN) consortium. Members include the United States Geological Survey; the University of California San Diego's Scripps Institute of Geophysics and Planetary Physics and the Jet Propulsion Laboratory. The Southern California Earthquake Center at the University of Southern California coordinates and oversees these activities.

The monitoring devices, or Laser Strainmeter, will be placed in two vaults and attached to bedrock. The device continuously measures ground motion that occurs between earthquakes. They are expected to be operational in 2001. This is the first time laser strainmeters will be installed in an urban area and along a freeway. Once operational, they will be able to detect fault motion throughout the San Gabriel and San Fernando Valleys. It will cost about $450,000 to construct and operate them for the first five years. The strainmeters will work in concert with a global positioning system network spearheaded by NASA and the Jet Propulsion Laboratory that will ultimately have 250 stations in Southern California, including 15 in the San Gabriel Valley.

Crews from Scripps Institute in San Diego are shown installing Laser Strainmeter devices along the Glendale Freeway (Route 2) in Glendale.

Route 101 Median Barrier

Construction began in 2001 on a two-year project to replace the existing metal beam barrier with a concrete barrier and reconstruct the existing raised median along Route 101 (Hollywood Freeway) from south of the Four-Level Interchange in downtown Los Angeles to Route 170 (Highland Avenue) in Hollywood. Because of heavy traffic volumes on this eight-mile stretch of freeway, the majority of construction will be done at night. The project incorporates fast-setting concrete at critical locations where travel lanes must be immediately reopened to traffic.

Route 14 Median Barrier

A project on Route 14 (Antelope Valley Freeway) to install concrete barrier from the Avenue "S" Undercrossing to the Avenue "P-8" Undercrossing is under construction. The project also includes installation of a double thrie beam barrier from the Avenue "P-8" Undercrossing to the Avenue "L" Overcrossing. This 12-kilometer (7.5-mile) project extends into Palmdale and Lancaster. Estimated completion of this $2 million project is winter 2001.

Americans with Disabilities Act (ADA) Projects

A "needs" survey revealed that a total of 2,595 curb ramps remain to be built as part of the Americans with Disabilities Act (ADA). Therefore, an aggressive design approach was used to complete 475 ramps, at a cost of $1.6 million in 2000. The Department of Transportation's goal is to have all ADA identified improvements completed by the end of the 2007/2008 Fiscal Year.

California Transportation Commission Transfers Route 710 Section to the California Department of Transportation

On August 25, 2000 a one-and-a-half mile segment of the Long Beach Freeway (710), between Pacific Coast Highway and Ocean Boulevard was adopted into the State Highway System from the City and Port of Long Beach. At the same time, the state relinquished a one mile portion of the Terminal Island Freeway (Route 103U) to the City of Long Beach. Future improvements to the pavement, median barrier and landscape are planned for the newly adopted portion of Route 710. Assemblyman Alan Lowenthal sponsored a press conference regarding the Department's takeover of Route 710 in May 2000 in Long Beach.

Long Beach Freeway (I-710) Corridor Study

On October 26, 2000 the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board approved a $3.9 million contract for Parsons, Brinckerhoff, and Quade and Douglas to perform a two-and-a-half year study of the Long Beach Freeway (710) between Route 60 and the Ports of Long Beach and Los Angeles. The purpose of this study is to analyze the severe traffic congestion along this 18-mile corridor and to develop timely, multi-modal, cost-effective transportation solutions. The feasibility of dedicated truck lanes will be an element of the study.

Improvements to "Mixmaster" Intersection near I-5 in East Los Angeles

The Department of Transportation participated in a ribbon-cutting ceremony in December 2000 to celebrate the completion of the $27 million project that improved the seven-pronged intersection where Atlantic Boulevard crosses the Santa Ana Freeway (I-5) in the City of Commerce. This intersection is known as the "Mixmaster." Work began in October 1998. Several different units had oversight responsibility. The Department of Transportation, the Federal Highway Administration, the County of Los Angeles and the City of Commerce shared in funding the project.

Ventura County

Slope Stabilization on Route 1 (Pacific Coast Highway) in Ventura

This is the largest project of its kind to install a wire mesh and cable net system on the unstable slope area next to Route 1. The system is supported on top of the slope with drilled and bonded anchors. Construction is scheduled for fall 2001.

New Bridge Installed over Long Canyon Creek Near Moorpark

A $1 million contract to construct a new, improved permanent bridge over Route 118/Long Canyon Creek near Moorpark was completed in November 2000. The new bridge is 70-feet long by 40-feet wide and features two, 12-foot wide lanes (one in each direction) with two, 8-foot wide shoulders.

High-Tech Truck Weighing System Installed on Conejo Grade

Construction ended in September 2000 on an innovative, electronic weighing system that eliminates the need for many truck drivers to stop at the Conejo Grade weigh station on the Ventura Freeway (101). Known as the "Pre-Pass" Weigh-In-Motion System, the new device saves truck drivers and their companies valuable time and money. The system reduces congestion for all motorists and benefits air quality by saving fuel. The Department of Transportation and its partners built the new system for $487,000. The project is overseen by a partnership between the Department, the trucking industry and Lockheed Martin Corporation.

Route 118 Truck Scale near Moorpark Gets Upgraded

Construction completed in November 2000 on a $350,000 project to upgrade the truck scale on eastbound Route 118 between Balcolm Canyon Road and Grimes Canyon Road near Moorpark. A new passing lane for truckers was installed and other improvements were made.

Bridge Replacement and Ramp Widening at Seaward Avenue

This project is scheduled for completion in the spring 2002.

New Median Barrier and Oleanders Planted on Ventura Freeway

Work completed in November 2000 on a $2.4 million project that replaced two-and-one half miles of dirt and temporary railing in the median of the Ventura Freeway with permanent concrete barrier and dwarf oleander plants. Oleanders were planted from the Santa Clara River to Telephone Road.

Planning

Planning provides the basis for an effective transportation decision-making process that is responsive to the public's demands for the mobility of people, goods, services and information.

Stormwater Program

In 2000 the Department of Transportation expanded its Stormwater Program to accommodate the new Statewide National Pollutant Discharge Elimination System (NPDES) permit. This new permit brought many new requirements into the state stormwater program. These include preparing an Annual Report, coordinating with municipal agencies, educating the public to prevent storm drain littering and implementing new stormwater monitoring programs. The Department implemented several new pollution control "best management practices" (such as limiting the levels of toxics, metals and sediment materials) to control water body pollutants. A new Stormwater Advisory Team (SWAT) was also created to set policy for stormwater procedures and protocol.

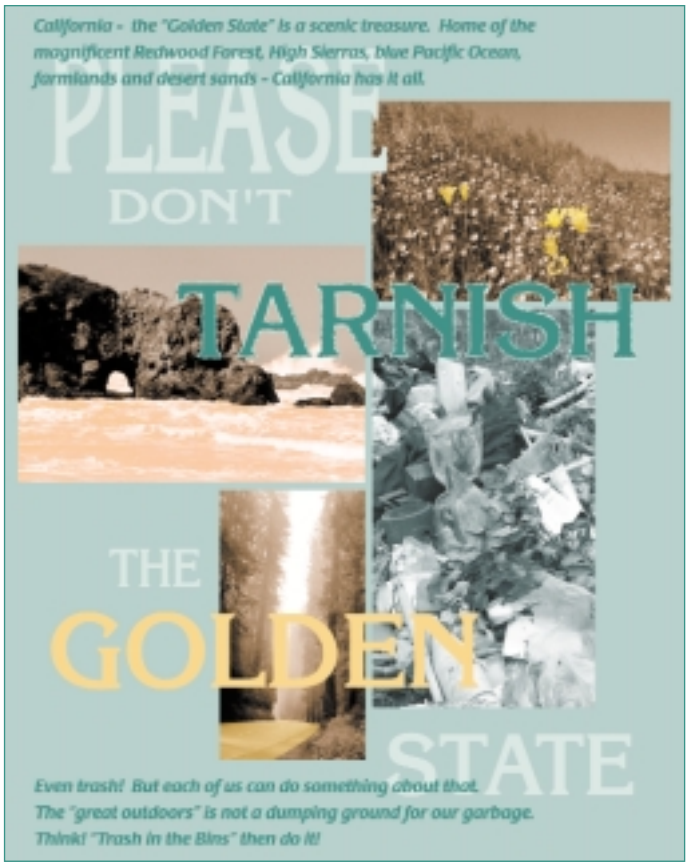
Stormwater Retrofit Program

The Department of Transportation has an on-going stormwater retrofit program to design, construct and treat stormwater runoff from facilities such as maintenance yards, park-and-ride lots, highways and freeways. The following "best management practices" projects were recently implemented:

- A $900,000, multi-chambered treatment train was built at the Department's Metro Maintenance Station. This device includles stormwater diversion, pumping, advanced settling and media filtration.
- A $400,000 media filter was built at the Paxton Park-and-Ride facility in Pacoima to collect stormwater

through trench drains, detention and settling basins, sand media filtration and pumping into the existing stormdrain system.

Litter Management Pilot Study



In May 2000 the Department of Transportation and its partner, the Los Angeles County Regional Water Quality Control Board embarked on a Litter Generation Study along the westbound San Bernardino Freeway (I-10) off-ramp from Eastern Avenue to Campus Drive near Downtown Los Angeles.

Department of Transportation District 7 Director Robert W. Sassaman, Dennis Dickerson, Executive Director of the Los Angeles County Regional Water Control Board and Assistant Chief Ray Blackwell with the California Highway Patrol participated in a media event at Cal State University, Los Angeles to announce the project. The slogan for the new program is "Please Don't Tarnish the Golden State." The purpose is to share information with the public about what happens when trash is deposited along freeways. "Do Not Litter" signs were posted in the area.

Phase one and two of the program involves the California Highway Patrol pulling over offenders and handing drivers a Department of Transportation brochure titled "Trash in the Bins!" Under Phase Three individuals who are ticketed for littering will be fined $1,000 in accordance with California's litter law. The Litter Study is approximately 50% complete and it examines different methods for educating the public against littering highways and freeways. In 2000 the Department introduced watershed management for planning with municipalities based on watershed contribution, land use and transportation systems.

Major Rail Projects

The following is a summary of the major rail activities in 2000:

- Construction began on the Los Angeles-Pasadena Metro Blue Line from Los Angeles Union Station to Pasadena. The scheduled opening is July 2003. Preliminary engineering and environmental studies for the Regional Metro Rail Lines for the Eastside, Mid-City and San Fernando projects began in December 2000.
- The Bus Rapid Transit in Mid-City Wilshire and the San Fernando Valley East-West Line projects each received $300 million in Transit Relief Congestion Funding under the Governor's Transportation Improvement Program.
- Construction of the Universal City Red Line Station Interchange began in 2001. This project will provide intermodal linkage between freeway lanes and rail. The $100 million Transit Relief Congestion Funding (TRCF) Run-Through Track Project is one of the area projects as is the over $715 million Eastside Light Rail Transit project.

• In August 2000 the California High-Speed Rail Authority selected a team led by Parsons, Brinckerhoff, Quade & Douglas to manage the $25-million environmental impact report for the statewide High-Speed Rail Study. The award officially began California's effort to build a high-speed train network – the only one of its kind in the United States. Approval was also given for three additional environmental and engineering requests for proposal (RFPs) to review the impacts of high-speed train options. The three Requests for Proposals are for the following segments: the San Francisco Bay Area to Merced, Sacramento to Bakersfield and Bakersfield to Los Angeles Union Station.

• The federal government awarded the Southern California Association of Governments (SCAG) $1.3 million to study a proposed magnetic levitation rail system from Los Angeles International Airport (LAX) through Union Station to the Ontario Airport and onto March Air Force Base in Riverside.

Advance Planning

Transportation Concept Reports are being updated for all major route corridors. These documents assess 20-year needs for transportation corridors with a state highway and will soon be available on District 7's website. Updated Transportation Concept Reports will be available for all corridors by the end of 2002.

The Department of Transportation created a new Community Based Planning Unit to increase the Department's visibility. The focus is on community based planning and partnering with local elected officials to promote and implement community based planning processes. The Department is working proactively with locals to inform and develop potential grant or alternative funding opportunities, while marketing new services, projects, processes and materials.

Regional Transportation Planning

The Department continues to administer the Southern California Association of Government's (SCAG) FHWA/FTA funded annual work program. The 2000-work program budget was $26 million. As a member of SCAG, the Department actively participates in the regional planning process. Presently, the Department and SCAG are working on improving SCAG's Regional Transportation Model.

Department engineers are trying to find solutions to current and projected traffic congestion in Los Angeles and Ventura counties. Staff analyzed 1,800 environmental documents pertaining to local development proposals and obtained $75 million worth of traffic mitigation projects. This saved federal and state transportation dollars and provided added safety and congestion relief.

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Goods Movement

The Alameda Corridor and Alameda Corridor East projects will enhance the movement of goods arriving via the Ports and reduce the conflict between rail and other vehicles at the arterial level. In cooperation with SCAG, studies were started on several routes to identify options to improve goods movement and to reduce congestion and conflict between modes. Other studies will determine the number and types of trucks; origin and destination, goods carried and ways to reduce truck trips.

Environmental Planning

During 2000, 14 environmental documents were delivered. Reports were prepared on several improvement projects in Governor Davis' Congestion Relief Plan. These include projects to widen the 405/101 Interchange, HOV lanes on Route 60 and I-405, ramp improvements on Route 134 and the Santa Clara Bridge replacement on I-5.

Historic Arroyo Seco Parkway

In September 2000, a TEA (Transportation Enhancement Activity) Grant was awarded for new signage, guardrails and landscaping improvements along the Arroyo Seco Parkway that runs eight miles between Los Angeles and Pasadena. This National Register-eligible road is a significant historic resource, linking some of the most ethnically and historically diverse communities in the Los Angeles basin. It is also an integral part of a larger environmental planning effort for the Arroyo Seco watershed that runs 30 miles from the San Gabriel Mountains to the sea. The Federal Highway Administration approved funding for a National Scenic Byways Corridor Management Plan that encompasses the entire Arroyo Seco. In October, 2000 students from Cal Poly Pomona's Landscape Architecture Program presented their final landscaping plan for the Arroyo Seco to the Department.

Exposition Park Master Plan Parking Structure

In April 2000 the Department of Transportation and the Department of Governmental Services began work on the Exposition Park Master Plan Parking Structure proposal for an underground parking structure. Several environmentally friendly alternatives were developed. Construction of the four-level underground parking garage began in 2001.

Calabasas Bikeway Gap Closure

The Department is working with Calabasas to close gaps in bicycle lanes running from Calabasas west to the county line. When completed the bikeway will traverse portions of Calabasas, Agoura Hills, Westlake Village and unincorporated areas of Los Angeles County. Completion is targeted for 2002.

Crenshaw Boulevard Streetscape Enhancement Project

Crenshaw Boulevard and its vicinity (from north of Rodeo Road to 48th Street) will get a new look with assistance from the Department and the City of Los Angeles. Various streetscape enhancements such as street trees, supplemental pedestrian and bus stop lighting, decorative medallions, stamped crosswalks and landscaped medians will be installed within the project limits. All phases of the project are targeted for completion by early 2002.

Long Beach Freeway (I-710) Gap Closure Project

Route 710 is a critical, 6.2-mile gap in the Los Angeles freeway system. Twenty-four alternatives were studied for the proposed extension that would close the gap between the San Bernardino (I-10) and Foothill (I-210) freeways in Los Angeles, Pasadena and South Pasadena. Project features would include six mix-flow lanes plus two High Occupancy Vehicle (HOV) lanes and space for a future light rail line.

In July 1999 Judge Dean D. Pregerson reviewed a lawsuit filed by the extension's opponents and issued an injunction against further construction and against further acquisition of homes along the freeway path. In the decision, Judge Pregerson said the California Department of Transportation and the U.S. Department of Transportation failed to consider alternatives to the project such as improving traffic flow on adjoining streets.

The current cost estimate for this project is $823 million for construction and right-of-way acquisition. At present no funds, beyond minor amounts appropriated by the Los Angeles County Metropolitan

Transportation Authority, have been programmed.

FHWA approved the Record of Decision for the Route 710 extension project in 1998. One of the conditions of approval was to establish Design Advisory Groups (DAG) from the four corridor cities of Los Angeles/El Sereno, South Pasadena, Pasadena and Alhambra to consider specific community mitigation needs. The DAGs were formed in May 1998.The Department resumed these meetings as requested by the corridor cities.

Mitigation Bank in the Santa Clara River

In 2001 the Department of Transportation hopes to acquire 500 acres of riverbottom in the Santa Clara River to use as a mitigation bank. This will be one of the largest mitigation banks and will enable it to negotiate mitigation for projects earlier and shorten project delivery time. The Department will be able to enhance the river bottom and create wetlands as mitigation for projects on Routes 126, 5, 14, and 23.

Bat Houses

The Department is currently reconstructing bridges for safety reasons; however, the new structures do not allow bats to colonize under them. Biologists are studying the effects of placing bat houses under the new bridges on Routes 2 and 33 to mitigate for this loss of habitat.

Route 1 Slope Stabilization-Cable Netting

This project involved installing a cable net/wire mesh system to minimize and control rockfall onto Route 1 in Ventura County near Point Mugu. The chosen location for the netting anchors came close to an important prehistoric archaeological site. The Department's efforts effectively avoided all negative impacts to the site without compromising the design of the slope stabilization project.

La Conchita-Mussel Shoals Access Improvement Project

This project has the potential to impact cultural resources that may be eligible for inclusion in the National Register of Historic Places. Archaeological staff developed a Preferred Alternative that avoids these sensitive resources.

Rancho Camulos Roadside Rest Stop

Rancho Camulos is a 1,800-acre citrus ranch located in Ventura County east of Piru in the Santa Clarita Valley. The Rancho, established in 1853, played a major role in early California history for its political, agricultural and cultural importance. Forty acres have been nominated for national historic significance. To enable visitors to experience the romance of early California settlement, the Department and the Ventura County Transportation Commission are helping to convert the deteriorated historic site into a completely restored National Landmark for visitors use as a roadside rest stop. Environmental clearance was completed in December 2000 and construction will start soon.

Route 101 Corridor Study

A major Ventura Freeway (101) Corridor Study began in 2001 (from Route 23 in Ventura County to the Harbor Transitway (I-110) in downtown Los Angeles). Besides being heavily used by commuters, this 40-mile long corridor is a major east-west route that is also used for interstate and interregional travel and shipping. The goal of this study is to conduct a comprehensive evaluation of the overall transportation system and to prepare project initiation documents. The study will be completed in three years and it will identify additional improvements to Route 101 and proposed future improvements to the Route 101/405 Interchange.

High Desert Corridor Feasibility Study

This study evaluates the need for regional highway infrastructure improvements in the northern part of Los Angeles and San Bernardino counties, known as the High Desert. The study area extends 50 miles from west to east from Route 14 in Palmdale and Lancaster to Joshua Road in Apple Valley and north to south from Avenue D in Lancaster to Route 138 in Palmdale/Little Rock. Predominantly two-lane rural roads currently must serve all east-west travel needs in the High Desert area. The High Desert Corridor Feasibility Study evaluates the feasibility of various highway alternatives for meeting existing demand and safety issues and for accommodating the continued growth for the next 20 years.

Six alternatives were studied. Total construction cost is estimated between $1.35 billion and $1.49 billion. Alternatives range from "No-Build" to construction of a four-lane expressway connecting Palmdale/Lancaster to Victor Valley via Avenue J. The next Step is to prepare a multi-modal Corridor Study that integrates highway alternatives with other elements of the transportation system.

Route 60 Dedicated Truck Lane Feasibility Study

A recent study identified the feasibility of constructing dedicated truck lanes along Route 60 between I-710 and I-15. It involves providing a partial or full separation of commercial trucks from other vehicles using the freeway to improve overall mobility, ensure more reliable delivery of goods and improve traffic safety and air quality.

Although the study concludes that constructing the lanes is technically feasible, the results raised questions about the benefits of these lanes compared to other improvements such as mixed flow lanes, High Occupancy Vehicle lanes and other alternatives. The study recommended developing a major multi-modal corridor analysis including engineering and environmental documentation.

Civic Center Access Study "North Segment"

This study evaluates the feasibility of adding ramps to and from the vicinity of the 5/110 Interchange serving North Spring Street. An interim solution was developed consisting of capacity, safety and operational improvement projects on the freeway and nearly local arterial system. It was recommended that a comprehensive, multi-modal corridor study be performed to identify transportation system improvements to relieve the severe traffic congestion on I-5.

Transit Projects

The Transit Grants and Administration Program has 11 new projects totaling $961 million in the Governor's Traffic Congestion Relief Program and $35.8 million in new 2000 State Transportation Improvement Program (STIP) projects for rail, bus and ferry transit system expansions and improvements. The program includes $80 million for Alameda Corridor rail grade separations. Many transit projects are also underway with Metrolink, Los Angeles County Metropolitan Transportation Authority (LACMTA), Ventura County Transportation Commission, the County of Los Angeles and numerous cities.

In 2000 the Metro Red Line subway was extended from downtown Los Angeles through Hollywood to Universal City and North Hollywood. The suspended Pasadena Blue Line resumed construction and will begin operating in July 2003. MTA's previously cancelled East Side Subway Project was revived as a light rail project. The cancelled Mid City (Wilshire corridor) and San Fernando Valley rail projects were also revived as Rapid Bus corridors. Each of these projects will receive substantial Transportation Congestion Relief and State Transportation Improvement Program (STIP) funding over the next few years.

Maintenance

- *Plans, develops, operates and maintains an interregional transportation system*
- *Repairs damaged freeways/state highways and upgrades existing facilities*
- *Responds to freeway emergencies involving spills, clean up and traffic control*
- *Performs litter and graffiti removal on state roadways*
- *Maintains freeway landscape*
- *Oversees the highly successful Adopt-A-Highway Program*
- *Scales cliffs to remove overhanging boulders that could threaten state roadways*
- *Prepares and develops engineering plans, specifications and estimates for highway maintenance projects to supplement the Division's ability to handle projects that are beyond daily routine maintenance. These projects are advertised, bid and awarded through the state's regular bidding process.*

District 7 Maintenance is responsible for maintaining approximately 15,000 miles of freeways and conventional highways covering Los Angeles and Ventura counties.
During 2000, the following projects were completed as part of routine maintenance operations:

- 61,000 lane miles were swept for litter and debris
- 46,630 cubic feet of litter was picked up
- $4.4 million was spent on litter pickup
- $3.5 million was spent on sweeping operations
- 355,800 square feet of graffiti was removed

District 7 Memorial Rose Garden

- $1.4 million was spent on graffiti removal
- $23 million was spent on landscaping activities
- $12 million was spent on Electrical and Traffic Signal Work
- $2 million was spent on Sign Work
- $2.5 million was spent on Paint and Raised Marker Work
- $2.7 million was spent on Guardrail and Barrier Work
- $2.8 million was spent on Snow and Storm work

A total of $124 million was spent on freeway and conventional highway maintenance work in District 7 during the 99/00 Fiscal Year.

During 2000, Maintenance crews completed striping all the highways and freeways in District 7.

The Maintenance Division delivered $67 million in capital preventive maintenance projects (CAP-M Projects) that are aimed at preserving and prolonging pavement life. The largest of these projects is a $30 million project on Route 101 from I-5 to Lost Hills Road. Another large project involves Route 1 from the Harbor Freeway (I-110) to Artesia Blvd. This project involves laying down rubberized asphalt concrete, which has a longer life than regular asphalt concrete.

Special Crews repairs and maintains signals, ramp meters, highway lighting, cameras, signs and bridges. They also replace traffic line delineation markers, stencils and striping and assisted Districts 5 and 6 with painting steel structures.

Maintenance Agreements Database System was created to provide instant access to the district's maintenance agreements. These agreements spell out responsibilities between the California Department of Transportation and its local agency partners as they pertain to the department's facilities. This streamlined system will enable the Department of Transportation to provide better service to our partners and customers far into the next century.

District 7 Maintenance Division is in the process of creating a Regional Training Facility and Maintenance Equipment Training Center for field personnel at Imperial Avenue and La Cienega Boulevard in Los Angeles.

On November 1, 2000 the Department's North Maintenance Region Office held a grand opening at their new location at 28820 North Old Road, Valencia. The facility is more spacious and more efficient than their previous location in Newhall. Maintenance crews created an attractive, memorial rose garden for District 7 maintenance workers who died in the line of duty.

Assemblyman Tom Cardenas of the 39th Assembly District sponsored a special bar-b-que to thank North Maintenance Region workers for their outstanding efforts to clean up and rehabilitate several areas in the region. Assemblyman Cardenas also awarded over 100 special certificates of appreciation to staff members.

The Department of Transportation's Adopt-A-Highway Program participated in Keep California Beautiful Month and in Earth Day activities on April 15, 2000. In coordination with Keep California Beautiful, the California Master Trust, DRiWATER, Inc. and Cal State Fullerton, graduate students planted trees on I-10 near California State University, Los Angeles.

In April 2000 Department of Transportation maintenance workers started the 12-year job of repainting the 6,050-foot Vincent Thomas Bridge over Los Angeles Harbor. Crews are restoring the landmark bridge to its original, iridescent green color. Over the next 12 years, Department painting crews will use about 45,000 gallons of paint.

External Affairs Outreach Activities

Media Relations/Public Affairs

In 2000 the Media Relations/Public Affairs Branch focused on providing quality service to its customers. Staff pursued opportunities to make motorists aware of Governor Davis' Traffic Congestion Relief Plan and published the Annual Report, Inside 7 and Route 210 newsletters, community flyers and press releases. Partnering with other transportation-related agencies, businesses and communities continued.

In October 2000 Public Affairs held a groundbreaking ceremony in Claremont to mark the start of construction on the I-210 mainline freeway and to open a new I-210 Public Information Office in La Verne. A Public Information Officer staffs the office and conducts public meetings for I-210 corridor cities; implements a business assistance and school safety programs and responds to public and media inquiries.

In May 2000, Public Affairs staff arranged a media event along the San Bernardino Freeway (I-10) near Downtown Los Angeles to kick-off a campaign to alert motorists about the consequences of litter and the effect it has on storm drains.

During the year several outreach campaigns were conducted to let motorists know about construction work on Route1 (Pacific Coast Highway), I-5, I-10, Route 14, I-210 and I-710.

New "Thai Town" Signs

In 2000, Department crews installed new "Thai Town" signs along the Hollywood Freeway (Route 101) at the N/B and S/B Hollywood Boulevard off-ramps. Speaker Emeritus Antonio Villaraigosa was responsible for getting the new signs. The Department's Public Affairs staff arranged a media event with Mr. Villaraigosa to unveil the new signs during the 8th Annual Thai Cultural Day celebration held in September 2000.

Unveiling a replica of the new "Thai Town" freeway signs. Left to right: Siriwon Nimitsilpa, member Thai Town CDC; Chanchanit Martorell, Executive Director, Thai Town CDC; Assembly Speaker Antonio Villaraigosa; Sheik Moinuddin, Caltrans Senior Transportation Engineer; Vibul Wonprasat, President, Thai Cultural Day Parade; and Ernesto J. Vigoreaux, Program Director, Thai Town CDC.

Public Affairs Tour Program

During 2000 District 7 continued its active tour program. Staff from Public Affairs and Traffic Operations escorted over 200 visitors through Caldrons/California Highway Patrol Transportation Management Center from China, Japan, Malaysia, Korea, New York and other places. Numerous tours were also given to news reporters from various prints and electronic media and to classes from USC, UCLA and other schools. Engineers also gave the visitors informative presentations on various transportation topics.

Equal Opportunity/Legislative and Governmental Affairs

On April 27, 2000 the Office of Equal Opportunity (OEO) sponsored its second "Bring A Child To Work" day for 200 children. The purpose of the event was to give "Department of Transportation Kids" a chance to visit the District 7 Office Building and to broaden their view of Department of Transportation career opportunities.

A surprise appearance by Ronald McDonald was the highlight of the day. Department maintenance workers demonstrated various pieces of heavy equipment. Other activities included a video teleconference, Transportation Management Center (TMC) tour, a presentation by Metrolink officials on railroad safety and presentations by the Los Angeles County Sheriffs Department and the Los Angeles Fire Department.

The Office of Equal Opportunity (OEO) initiated "Diversity in the Workplace" classes via the State Training Center in Sacramento. The first classes were held during summer, 2000. District 7 OEO continues to coordinate this training that has helped to raise employee awareness of the Department's diverse workforce.

The Governmental Affairs Office sponsored Legislative Workshops on July 25, 2000 and September 14, 2000. This is the second year the workshops have been held for state and local elected officials' staff members in Los Angeles and Ventura Counties to provide information about California Department of Transportation projects and to enhance communication. The most popular topic at both workshops was the status of soundwall projects. Each year attendees receive a "California Department of Transportation District 7 Legislative Update" with an overview of the Department's projects.

Budget

District 7- Highway Program

STIP/SHOPP/Prop C /Federal $ programmed amounts through 2004

2/5/01

		in Thousands		
		Los Angeles	Ventura	
STIP, 1998 (98-04)	ITIP	$129,752	$2,500	
(Programmed)	RTIP	$1,055,858	$107,536	
		$1,185,610	$110,036	$1,295,646
2000 STIP	ITIP	$53,000	N/A	
(2000 to 2005- new $)	RTIP	$60,000	$26,000	
		$113,000	$26,000	$139,000
MTA				
Prop C 25% (00-04)		$196,952	N/A	$196,952
TCRP	00-04	$521,000	$15,000	$536,000
anticipated used through 2004				
		Los Angeles and Ventura		
2000 SHOPP	(00-04)*	609,000	77,000	$686,000
* Approved by CTC in May 2000				
subtotal				**$2,853,598**
Federal Funds				
		Los Angeles	Ventura	
CMAQ (fy 98-03)		$719,479	$42,100	$761,579
TEA (fy 98-03)		$63,383	$5,980	$69,363
RSTP (fy 98-03)		$541,857	$40,902	$582,759
subtotal				**$1,413,701**
Total Stip/Shopp/Prop C/ TCRP/ Federal $/ programmed through 2004				**$4,267,299**
Total District 7 Highway TCRP		$ 1,759,000	$ 15,000	$1,759,015

Awards

Excellence in Transportation 2000 Award Winners

Major Structures – Urban

Awarded to the California Department of Transportation District 7 and the Engineering Service Center.

Harbor Freeway High Occupancy Vehicle Viaduct in the City of Los Angeles

This was the last major structure constructed as part of the High Occupancy Vehicle corridor connecting the Port of Los Angeles with Los Angeles Civic Center by way of the Harbor Freeway (I-110) Transitway. The structures incorporated many difficult roadway geometric challenges that were solved by constructing unique retaining walls and graceful, curved bent caps that span from the median to the adjacent city streets. The project incorporates on and off ramp structures that tie the city streets to the HOV Viaduct.

Historic Preservation/Cultural Enhancement

Awarded to the California Department of Transportation District 7, the City of Los Angeles and California Archives.

City of Los Angeles' Historic Landmark Olympic Boulevard Bridge over the Los Angeles River

A seismic retrofit project gave the City of Los Angeles and the Department of Transportation a unique opportunity to restore the historic Olympic Boulevard Bridge to its original form as part of an enhancement program developed for bridge retrofit. The Department of Transportation worked with the City to ensure the Secretary of Interior's standards for historic bridges were implemented. These included design materials, workmanship and compatibility with the existing historic fabric. The district's Environmental Planning staff provided detailed specifications outlining how the cleaning, repair and restoration work should be done. Department of Transportation engineers provided technical oversight to make certain work was done according to the latest seismic standards to maintain structural integrity and safety for commuters. Great care was taken to preserve the historic bridge's unique original appearance. The bridge's original handrails, lampposts, light standards, refinished sidewalks and historic markers were reconstructed and restored.

The 1,422-foot long bridge spans the Los Angeles River near downtown Los Angeles. It is 56-feet wide and it is on the National Register of Historic Places. The bridge was built in the mid-1920 and was originally named the Ninth Street Viaduct. It was renamed the Olympic Boulevard Bridge in honor of the 1932 Olympic Games in Los Angeles.

2000 Tranny Awards For Special Programs

The San Bernardino Freeway (I-10) 55-Hour Construction Closure

The California Transportation Foundation (CTF), a nonprofit public organization, created a special category in its 2000 TRANNY Awards to recognize District 7 for superior accomplishment. The award was given for the successful pilot project that closed three miles of Interstate 10 in Pomona for 55 continuous hours to lay down a new type of fast-setting concrete.

Other District 7 Awards

• The Governor's Employee Safety Award was presented to John Ortiz, Department of Transportation Maintenance Leadworker from the West Region. The Department of General Services and the Office of Risk Management sponsor this award for outstanding contributions to worker safety. Mr. Ortiz received this award for the implementation of the "Give Em a Brake" and "Junior Cone Zone Safety Officer" educational programs.

• The new Maintenance Agreement Database System received a Quality Achievement Award from Department of Transportation Director Jeff Morales and District 7 Director Bob Sassaman.

• The Regional Maintenance Training Facility and Equipment Training Center received a Certificate of Special Recognition, Explorer Level at the 2000 Quality Teams Statewide Awards.

• The Department of Transportation West Maintenance Region received an award from Veterans Park residents for relandscaping the interchange of I-405 and Wilshire Boulevard. Veterans Park residents subsequently adopted the area under the Department of Transportation's Adopt-A-Highway Program.

• The Department of Transportation Adopt-A-Highway Program presented a "Volunteer of the Year Award" for litter removal to father and son team Ken and Gregory Burns. Another "Volunteer of the Year Award" for tree planting was presented to Ms. Kathleen West who represents "Tree People."

• The Department of Transportation received the Society of Hispanic Professional Engineers and the Society of Mexican American Engineers and Scientists awards.

• The Southern California Association of Governments (SCAG) honored the Department of Transportation District 7 for establishing an internal rideshare program and for inspiring commuters to save time and money by ridesharing. SCAG commended the Department for cooperating with local agencies to facilitate expedient travel. The award commemorated the Department of Transportation for being a leader in the Rideshare Program for its entire 25-year life.District 7 surpassed expected standards by showing the average ridership of 1.88 persons on board for the work commute for 1999 and 1.82 for 2000.

• Two District 7 Quality Teams received statewide awards for their projects. These awards are modeled after the Malcolm Baldridge National Quality Awards. Tort Claims won a Quality Award at the Explorer Level for its project to improve claim procedures. Staff from the Information Services who worked on the Value Analysis Team, the Helpdesk and the Desktop Support Unit won the Pathfinder Quality Award.